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The 2013 delivered **SEASMILE** in Cape Town – Photo : Ian Shiffman ©

Pacific Basin confirms possible sale of PB Towage

Hong Kong-based **Pacific Basin** has appointed global investment bank, Citigroup, to explore “exit opportunities” for its Australian business **PB Towage**.



Photo : Andrew Mackinnon – www.aquamanships.com ©

An announcement was made by the Board of Directors of **Pacific Basin** to the Hong Kong Stock Exchange at approximately 11:40am Australian Eastern Daylight Time last Tuesday.

“The Board confirms that it has approved sounding out the market to establish if there is interest in a third party acquiring the **PB Towage** business as part of its responsibility to shareholders to maximise the value of the Company.

“However, the process is at a very preliminary stage and there is no certainty that the Company will proceed with any transaction. If any transaction proceeds, the Company will comply with its disclosure obligations and make further announcements,” a company statement reads. That statement contrasts strongly to the half year update ended June 30, which stated that “towage outlook remains positive and we aim to develop our towage business further.”

Additionally, in the June 30 statement, Pacific Basin described PB Towages as having delivered “another solid performance,” later adding that the division generated net profit of US\$12.6 million with earnings before interest, tax, depreciation and amortisation of US\$19.8m.

PB Towage also logged 6% more jobs than the previous year. The group entered the towage sector in 2007 with the purchase of an Australian harbour towage business, which it re-branded as PB Towage. **PB Towage** is an Australasian based towage contractor with a fleet of 45 vessels operating in the Oceania, SE Asia and Middle East regions, offering a range of marine logistics and towage services. PB Towage owns 31 tugs, 6 barges and 50% of a bunker tanker. It charters 5 tugs and one passenger-supply vessel. The division operates in the areas of project cargo, harbour towage, offshore and also salvage support.



The **NORSTREAM** meets her sisters vessel **NORSKY** on the river Thames, while approaching Gravesend.

Photo : Capt. Julian Jager - Master m.v. Norstream ©

Major industry award for Blow-Out Preventer highlights importance of independent assurance authority in safer offshore drilling

Lloyd's Register wins The EIC Award for Supply Chain Excellence 2013 for its work on Blow-Out Preventer (BOP) risk modelling, leading to safer and better performing deep-water drilling. Lloyd's Register's was awarded the EIC Supply Chain Excellence Award 2013, at the annual Energy Industries Council (EIC) award summit, held at The Natural History Museum in London, UK, on October 10.

The EIC award recognises those companies in the Energy industry who have demonstrated superiority within the supply chain, and there is only one winner every year. The award was presented to Lloyd's Register for its Blow-Out Preventer (BOP) Risk Model programme. Lloyd's Register's BOP Risk Model allows owners and operators to model the risk of their BOP (a critically important component in any hydrocarbon drilling operation) against component failure, helping to determine whether to pull the BOP to the surface for inspection and repair or not. With results received and modelled in Lloyd's Register's programme, risk and non-productive time is significantly reduced, both of which can prove costly to the industry and community at large. It is a key technical and innovative first step towards a risk-based and transparent decision-making tool for safer drilling, as well as immediate and consistent communication to all stakeholders in the event of a subsea BOP equipment failure.

"Winning this award is recognition of Lloyd's Register's innovation and technical excellence in the Energy industry, and in particular the progress we are making on providing solutions that help to achieve safer subsea drilling operations," said Meindert Sturm, Global Business Development Manager for Lloyd's Register's drilling business. "Our work in this

area is a great example of how synergies between regulators, operators, equipment suppliers and contractors can lead to innovative products which make the industry more reliable, better performing and safer.”

Lloyd's Register has from the outset worked with leading owners and operators from the oil and gas industry to improve current methods of monitoring the performance of BOPs and reduce the risks for one of the industry's most safety-critical pieces of equipment. Such collaborations, which introduce core competencies, redefines industry perceptions of safety and fosters important dialogue about energy supply and demand issues.

“Our BOP Risk Model is an excellent demonstration of our deep competences in our business using our world-leading risk assessment software RiskSpectrum®,” said Xuhong He, Principal Consultant for Lloyd's Register's Software Marketing and Sales. “Recognition of the EIC award is a great encouragement to continuously improve the BOP Risk Model product and also importantly apply the same technology for many other safety-critical systems across the Energy supply chain.”

Deepwater drilling once again puts the oil industry at a cutting edge. A subsea BOP is very special system which is highly regulated and among one of the few pieces of equipment that combines multiple functions such as drilling and operations control, a tool for preventing risk and supporting emergency response procedures. When operational, it is not visible. These factors mean that simple component failures can cause drilling operators to be exposed to severe risk -- the BOP is often the final line of defence for protecting life and the environment. So there is high demand for a transparent and well-structured risk assessment approach that helps owners and operators to monitor the BOP's safety performance. “As the industry looks to implement new, best-in-class offshore drilling operations, we believe we have a great deal to contribute to the conversation,” highlighted Jason Knights, Global Communications Manager for the Energy business of Lloyd's Register.

The Energy business is breaking new ground in assessing risk by developing technology such as the BOP Risk Model. What makes this product so valuable is the quality of the data used to carry out the assessments. The ability to define the operational risk level of a BOP, including the risk effect of faulty components, is already proving of great benefit to the industry and society as a whole. “We understand high-risk, capital intensive industries better than anyone,” said Knights. “And we know that safety-critical is business-critical.” Details on Lloyd's Register's BOP Risk Model: <http://www.lr.org/sectors/energy/drilling/BOP/index.aspx>

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Bureau Veritas launches pipeline damage assessment tool

Tecnitas, the marine advisory arm of leading international classification and verification group Bureau Veritas, has launched a major new technology simulation system for pipeline damage assessment, in collaboration with Total. This new technology system, called EMPREINTE, allows pipeline operators to quickly determine safe operating pressures after a pipeline is damaged. It is a software suite which provides a vital decision making tool which will save operators money and cut downtime for pipeline repairs.

Offshore energy pipelines can sustain all sorts of damage like dents and gouges due to external injuries, internal or external corrosion due to a corrosive effluent and failure of coating or cathodic protection, weld defects and straining

due to ground movements. Operators need to know if the pipeline is safe to continue operating or if some pressure reduction or shutdown is required. EMPREINTE does that very quickly.

Level 3 assessments of pipeline damage are based on advanced calculations such as finite elements. The advantage of finite element calculations is that they give a more accurate assessment of the state of the pipe and the safe operating pressure but they need usually detailed material data and are very time consuming. EMPREINTE is a pre and post processor to Abaqus finite element calculations which will perform reasonably conservative level 3 assessments in a very short time period, typically within 48 hours from defect discovery to assessment. That will typically permit pipeline use to continue when it might otherwise have needed to be shut for repairs. EMPREINTE can also be used in the design phase of the pipeline.

The principle of EMPREINTE, based on finite element calculations, is to use the defect pipe profile to design back a virtual tool from which the damaging process is modelled. The burst strength of the damaged pipe is determined after an iterative process to match the measured and calculated profiles. This actual burst strength is used to derive a safe operating pressure.

The tool has been validated with full scale tests in various conditions. It includes criteria to capture failure by plastic collapse and by ductile fracture after significant damage development. It has been recently extended to the assessment of dents submitted to cyclic loading conditions using the Dang Van criterion.

To download a graphic of a damaged pipeline model go to: <http://bit.ly/pYqIVs> or e mail john@merlinco.com

Visit Bureau Veritas at Offshore Energy Amsterdam 15/16 October Stand No 9.011 (Hall 9)



The bulker **ZHE HAI 2** arriving at Port Chalmers to load logs – photo : Ross Walker ©

A support vessel like no other

As offshore developments become ever more complex, making time and resource provision more critical to project success, there is an obvious advantage in commissioning support vessels that offer a wider scope of capability. Recognising this fact, the **Dutch Barge Company (DBC)** has conceived a Multi-Purpose Offshore Support Vessel (MPOSV) that takes this to a whole new level.

DBC's innovative MPOSV completely rethinks the support vessel concept, combining leading-edge engineering design with the latest marine technology to maximise operational capacity and potential. The key feature of the MPOSV is its modular construction. Able to act independently as a barge and tug, or in combination as a full DP2 vessel, it offers incredible opportunity for expanded utilization. Capable of being adapted for transportation, diving support, ROV operations, cable-laying and installation, as well as decommissioning activities and accommodation provision, the sheer extent of its versatility will guarantee that this quickly becomes a much sought-after vessel.

A great deal of thought has been put into the design and construction of the MPOSV, which includes a large deck space, heave-compensated 100-ton crane, and four-point mooring. These features tick all the right boxes, as does the NORSOK-standard accommodation, which keeps crews of up to 74 people in safety and comfort. With a possibility for extension of this capacity.

But it's not just the physical features of the vessel that will attract the offshore market. This vessel will be substantially more economical than standard MPSVs with similar specifications, and with its Green Passport, it's an environmentally responsible vessel too.

DBC may be a fairly new player in the offshore market, but it's already making waves. The findings of its 2-year market research study into what customers were looking for in vessel support inspired and guided this MPOSV. In-

house designed by DBC, and engineered by **Hoek Naval Engineering**, the vessel will be completed in the Netherlands. Delivery is expected to be around the first quarter of 2015.



15-10-2013 : The **COSCO BELGIUM** outbound from the Pasir Panjang Container terminal in Singapore
Photo : Piet Sinke © Just **CLICK on the photo** , to see the photo in **HIGH RESOLUTION**

Boskalis completes sale of SMIT Gladstone towage

Royal Boskalis Westminster N.V. (Boskalis) has successfully completed the sale of its Australian harbor towage business to its strategic partner **Smit Lamnalco**. The sale had already been announced in August 2013 as part of a strategic realignment of the towage activities. **Boskalis** received USD 55 million in cash for all the outstanding shares in **Smit Marine Australia Pty Ltd**, the legal entity holding the exclusive harbor towage license in the port of Gladstone, Australia with 6 tug boats included. The transaction was at book value and will not have a material impact on Boskalis' earnings.

Shipping activity out of the Port of Gladstone is primarily commodity related with various LNG terminals currently under construction. The nature of these activities fits well within the Oil and Gas industry focus of Smit Lamnalco. These activities will furthermore complement Smit Lamnalco's forthcoming LNG terminal activities in Papua New Guinea. Smit Lamnalco is a strategic partnership in which Boskalis is 50% shareholder with the remaining 50% share held by The Rezayat Group of Saudi Arabia. Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors.



GRAND SKY with **SMIT AWOONGA** and **SMIT KOONGO** at Gladstone - Photo : Andrew Mackinnon – www.aquamanships.com ©

The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, Boskalis offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through Boskalis Offshore and Dockwise) and towage and salvage (through SMIT). It also has a strategic partnership in terminal services (**Smit Lamnalco**). With a versatile fleet of over 1,100 units **Boskalis** operates in around 75 countries across six continents. Including its share in partnerships, Boskalis has more than 11,000 employees.

Fourth issue of The Navigator magazine helps navigators reach pole position

Positioning at sea has come under the spotlight this autumn, thanks to the latest edition of The Navigator - a 12-page magazine produced three times a year by



The Nautical Institute and aimed at marine navigational officers. The fourth issue was launched on 1 October and led with features on positioning, alongside industry interviews, comments and advice.

Editor of The Navigator, Emma

Ward, said: "Positioning as a topic covers a huge amount of ground; from modern technology and techniques to more traditional methods and viewpoints. We wanted to share our ideas and experiences with our readers to help them grasp a clearer understanding of the vital role positioning plays in their work at sea."

Among the articles in the fourth issue of The Navigator are a personal account from a navigational officer whose grounding of a hopper dredger made the local TV news. Articles also include an accident report, an interview with a cadet training officer and an analysis of different types of positioning methods and tools, including global navigational satellite systems.

David Patraiko, Director of Projects for The Nautical Institute, added: "The age-old adage for mariners has always been 'never rely on one source for positioning'. The modern navigator lives in interesting times when it comes to positioning because advancement in technology is constantly charging ahead. It is therefore essential for them to learn as

much as possible about positioning, which is why we have dedicated this issue of The Navigator to the subject."



The Navigator is produced by The [Nautical Institute](#) with support from the Royal Institute of Navigation. It is available in printed format or as a pdf on The Nautical Institute website. Printed copies are currently distributed alongside The Nautical Institute's membership magazine, Seaways, as well as through maritime training establishments.



Two German ship at Brest the [FRAUKE](#) and the [EUROPA](#) – Photo : Jacques Carney ©



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The [OCEAN PRINCESS](#) moored last Tuesday at the Singapore cruise terminal – Photo : Piet Sinke ©
Just [CLICK on the photo](#) , to see the photo in **HIGH RESOLUTION**

Tug detained by inspectors over dangerous flaws

A TUG that was due to tow one of the Royal Navy's former frigates from Portsmouth has been detained and deemed 'dangerously unsafe' by the coastguard. [HIBERNIA](#) arrived in Portsmouth Harbour last week to tow Type 22 frigate [CORNWALL](#) to a scrapyard in Swansea. But on arrival, inspectors from the Maritime and Coastguard Agency (MCA) found she was unsafe for the towing operation. The tug's owners, Kent-based [GPS Marine](#), say they have sacked the ship's Russian crew and are planning to send the vessel to her home port for repairs.



John Spencer, the managing director of **GPS Marine**, told The News: 'We were seriously disappointed and embarrassed by the evidently low standard of onboard management by the tug's officers while she had been outside Europe. 'The tug had just returned from many months in Africa.

Photo: Henk van der Heijden ©

'Portsmouth was the first UK port at which our shore superintendents could attend and, in any case, some repairs had been planned to be carried out in Swansea.'

The tug has been berthed at Portsmouth International Port since last week. GPS Marine says it has dismissed and repatriated the vessel's master, chief officer, and chief engineer.

It is not known when the frigate **CORNWALL** will now be towed out.

Meanwhile, Turkish shipbreaking firm Leyal Recycling – which has the contract to tow away the other three frigates – has already taken one away. The next two are due to sail some time this week.

A spokesman for the MCA said: 'We detained a tug at Portsmouth Harbour as it is dangerously unsafe. 'We inspected it and found a large number of deficiencies and substantial non-compliance with merchant shipping requirements.

'The owners and operators are now making repairs to meet statutory safety standards.

'Disposal and transit of old warships is controlled by the Ministry of Defence's Disposal and Reserve Ships Organisation to ensure safe transit and disposal of such a large floating object, and MCA inspection is an important part of the overall process of that control.' Mr Spencer denied the vessel was dangerous, but added: 'We concede a number of relatively minor deficiencies were identified on board. 'The tug passed special survey only 19 months ago, however, further inspections after the detention have revealed some more significant defects that will require the services of a shipyard to correct.' **Source : The News Portsmouth**

Harbor Star targets Southeast Asia expansion

Tug boat operator **Harbor Star Shipping** has revealed that funds raised from its upcoming IPO will be used for expansion plans focused on the expected increase in volume of trade among Asean countries.

The company president **Geronimo Bella Jr.** said during an IPO briefing that **Harbor Star** had identified Malaysia as its key market since they expect Johor Port to become the busiest port in the region, surpassing Singapore. **Harbor Star** is also looking at opportunities through joint ventures in Indonesia, Vietnam and Myanmar.

The price of its initial public offering (IPO) is set at P1.88 a share, with the tugboat operator set to raise P341.41m.

Source : seashipnews



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Tug boat company admits failings

The owner of a tug boat which capsized killing three crew has admitted health and safety failures. The **Flying Phantom** sank in freezing fog in December 2007 while towing a cargo vessel on the River Clyde near Glasgow.



At the High Court in Glasgow, tug company **Svitzer Marine Limited** pleaded guilty to a series of health and safety breaches including failing to put in place a safe operating procedure following the grounding of the **Flying Phantom** in foggy conditions in a previous incident in December 2000.

Stephen Humphreys, 33, from Greenock, Inverclyde, **Eric Blackley**, 57, from Gourrock, and **Bob Cameron**, 65, from Houston, Renfrewshire, died when the tug sank. A fourth man, **Brian Aitchison**, 37, from Coldingham in the Borders, was rescued.

The accident happened when The **Flying Phantom** was towing the **Red Jasmine**

vessel in the Clyde Harbour area on the evening of December 19. Dense fog severely restricted visibility and the crew could not see the boat they were towing. The larger vessel overtook the tug and caused it to capsize.

Svitzer Marine admitted "failing to ensure, as far as reasonably practicable, the health, safety and welfare at work" of the crew. The **Flying Phantom** suffered £150,000 of damage when a vessel it was towing on the Clyde in 2000 collided with the tug in similar circumstances, the court heard. **Source : Evening Times**

Viking Life Norway goes for Pronomar drying systems

Viking Life-Saving Equipment, a global player in terms of maritime safety recently ordered our efficient



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this cooperation with such a renowned company and feel our products perfectly meet the meticulous standard Viking Life applies to their daily work. [Contact us for more information](#). We look forward to hearing from you!

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Donation to RNLI helps fund new Blyth lifeboat station

A generous donation by pensioner Daphne Sharpe has gone towards building a new lifeboat station at Quay Road in Blyth. A pensioner has left a lasting legacy to help save lives at sea. Daphne Sharpe left a large sum of money to the Royal National Lifeboat Institution in Blyth, Northumberland, when she passed away in 2003.



Her donation has now gone towards building a new lifeboat station at Quay Road in the town. Little is known of Ms Sharpe's life and why she chose to leave her unknown fortune to the RNLI. But yesterday volunteers and supporters attended the official opening ceremony of the new centre, which cost £700,000 to build, and the naming of their D class inshore lifeboat, Alan and Amy.

Crowds gathered at the station for the unveiling and to see the lifeboat 'christened' by the woman who funded the life-saving vessel, Dr Patricia Kind, of

Alnwick, Northumberland. John Scott, Blyth RNLI Lifeboat Operations Manager, said: "We are so thankful for what both women have donated. Every donation we get goes into the running of the station.

"Today is a huge milestone in the history of the institution and we have never had a building like this before. We've waited a long time for this and now it's here."

Dr Kind officially cut the ribbon on the lifeboat station before handing the boat over to the RNLI, which will attend call-outs on the Northumberland coast. The Salvation Army, from Bedlington, played the national anthem and the ceremony also included a service of dedication led by Father Philip Quinn.

The new lifeboat station replaced Blyth's old RNLI base and provides up-to-date facilities for the lifeboat volunteers.

It includes a crew training and meeting room, changing facilities, an office, workshop and space to house the lifeboat.

The building also incorporates the charity's first RNLI shop in the town, with a viewing area so members of the public can see the lifeboat. The building was largely funded by a generous legacy from Mrs Sharpe of Ilkley, West Yorkshire.

She died in 2003, was a long-time supporter of the RNLI and specified that money left to the charity in her will should be used to support the lifeboat service on the North East coast. The D class lifeboat was funded by Dr Kind and is named in memory of her parents. She spent many happy childhood holidays on the coast of Norfolk and remembers helping to haul the Sheringham lifeboat up the beach after a rescue when she was a small girl.

Following the ceremony she said: "It's just lovely to be able to do something like this and meet all the people involved in the lifeboat." Mr Scott added: "Without donations and the support of people like Mrs Sharpe and Dr Kind, RNLI crews just wouldn't be able to carry on our lifesaving service." There has been a lifeboat in Blyth since 1808 and the RNLI adopted the service in 1866 Source : The Journal



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Somali pirates on trial for seizing French yacht

Three Somali pirates went on trial on Monday for the 2009 hijacking of a French yacht which prompted a rescue operation by elite forces in which the skipper died. French troops stormed the **Tanit** sailboat on April 10, 2009 and captured the trio during a bid to free Florent Lemacon, his wife, their three-year-old son and two others.

French commandos killed two pirates but also accidentally shot dead Florent Lemacon during the operation.

On the first day of the trial in the northwestern city of Rennes, the young defendants described a life of poverty in Somalia that they say eventually led to them to piracy. One said he lost his livelihood following the devastating 2004 tsunami, which affected his coastal community by destroying fishing boats and depleting fish stocks.

Another said he started struggling in 2005, when a severe famine killed a lot of his livestock.

Just as the three were struggling to make ends meet several years later in 2009, pirates helped them out, giving them clothes and even drugs, and then \$100 to get a "job" done, they said. Grabbing kalashnikovs, they went to sea with two others and tried - and failed - to hijack a cargo ship. So, they resorted to storming the Tanit, a 42-foot sailboat.

Speaking in court, Mahamud Abdi Mohamed, who does not know if he is 26 or 27, said he grew up in a family of nomads. His father died "by accident" from a bullet wound when the defendant was 8.

When he turned 12, he started tending to the family's goats, but resorted to fishing when he lost almost all the animals in 2005. "There was no other job than fishing, my only concern was to feed my family, I risked my life because I didn't know how to swim," he said, adding he did not know the job offered to him in 2009 involved piracy.

The two other defendants, aged 31 and 29, were both also struggling fishermen.

The lawyer for Lemacon's widow Chloe, Arnaud Colon de Franciosi, said earlier Monday that the family was "traumatised and shocked but at the same time wanted justice".

Chloe Lemacon was angry with the French state for ordering a "dangerous operation," he said.

The Lemacons left the northwestern French port of Vannes in 2008 for a journey to Zanzibar. They were taken hostage on April 6, 2009 off the Somali coast. France has taken a tough line on pirates caught by its forces in the waters off East Africa, where pirates have seized dozens of mainly merchant vessels for ransom in recent years.

Source : AFP

Nieuwe eigenaar maritiem uitzendbureau AMP

Het werving-, selectie- en uitzendbureau voor maritiem personeel **AMP** in Den Helder is overgenomen door **Hylke** en **Jan Zetzema** uit Marken. AMP, wat staat voor **Allseas Maritime Personnel**, is in 1985 opgericht en vanaf 2000 in handen van **Sjef van Raamsdonk** van **Ravanta BV**. De overname heeft geen gevolgen voor de werkgelegenheid bij het bedrijf.



De nieuwe eigenaren van het bedrijf zijn vader **Hylke Zetzema** en zijn zoon **Jan Zetzema**, die samen de directie van AMP vormen. Hylke gaat zich met de financiën bezighouden, terwijl Jan als algemeen directeur en crew manager het nieuwe boegbeeld van AMP wordt. Hierbij kan hij buigen op de jarenlange ervaring opgedaan in de maritieme sector bij onder andere rederijen als **Wagenborg**, **Norfolk Line** en **Fairmount Marine**. Verder hebben vader en zoon ook een aantal jaren een eigen sleepdienst gerund.

Links : De nieuwe eigenaren, **Hylke** en **Jan Zetzema**, naast de oude eigenaar, **Sjef van Raamsdonk**, voor het AMP-kantoor in Den Helder. Foto: Paul Schaap ©

De akte van overdracht is officieel door beide partijen ondertekend op de **vakbeurs Offshore Energy 2013** die op 15 en 16 oktober in Amsterdam RAI werd gehouden. Oud eigenaar-directeur **Sjef van Raamsdonk** blijft nog enkele maanden als adviseur en begeleider van de overdracht voor AMP actief. Zelf zegt hij over de overname: "De bedrijfsvoering zal ongewijzigd, met dezelfde mensen en vanuit het vertrouwde kantoor in Den Helder, worden voortgezet."

Allseas Maritime Personnel (AMP) is in 1985 in Genève, Zwitserland, opgericht met een operationeel kantoor in Den

Helder. Wereldwijd wordt personeel geworven, geselecteerd en uitgezonden naar koopvaardij schepen en supportschepen in de olie- en gasindustrie en windenergiesector offshore. Na de overname, in 2000, door **Sjef van Raamsdonk** zijn alle activiteiten in Den Helder geconcentreerd. In 2012 is door Lloyd's Register Quality Assurance het certificaat ISO 9001:2008 toegekend en dit jaar is AMP conform de regels en voorschriften van de Maritime Labour Convention 2006 voor Seafarer Recruitment & Placement Services gecertificeerd.

Shippers Raise Alarm Over Oil Piracy in Gulf of Guinea

The vast Gulf of Guinea which is nearly as big as the Gulf of Mexico is now one of the most dangerous bodies of water in the world, home to pirates that attack oil tankers and other cargo vessels at will, raising fears that shipping lanes that have existed for 500 years could be permanently disrupted.

West African piracy centered on the Niger Delta has in recent years expanded from the coasts of Nigeria to the shorelines of many of the 11 West African countries that border the Gulf where pirates seize large oil tankers, siphon the product into smaller vessels, refine it in clandestine facilities and quickly sell it, fueling a regional oil black market.

Oil-consuming nations are concerned because more than 30 percent of U.S. oil and 40 percent of Europe's oil passes through the Gulf and is vulnerable to West African piracy.

The largest foreign investor in Nigeria's booming oil industry, Royal Dutch Shell, says that oil pipeline theft on land, and piracy at sea means about 100,000 barrels of oil are stolen every day in that country, costing the Nigerian government an estimated \$12 billion a year.

Nigerian pirates in the Gulf of Guinea

"The Gulf of Guinea's problem is not a dramatic rise in the number of attacks," said Delex Systems Inc. analyst James Bridger for the U.S. Naval Institute in Annapolis, Maryland. It is "the expansion of a criminal enterprise once restricted to Nigerian waters." The wave of piracy has spread to Benin, Togo and Cote d'Ivoire. Within the past 30 months, 93 tankers have been attacked, and 30 were successfully hijacked. In their latest raid, pirates seized a Turkish tanker off the coast of Gabon.

The Niger Delta is “the epicenter” of Gulf piracy, according to a report by Dryad Maritime Services, a maritime security intelligence firm in Portsmouth, UK. “Kidnapping is an endemic industry embedded within Nigerian criminal culture with the threat permeating both the land and sea domains. Foreign nationals remain a primary target for this criminal enterprise, due to the high ransom payments that can be achieved,” said the report.

“West Africa has reached a tipping point, like East Africa and South East Asia before it,” according to Bridger in Annapolis.

Not much protection for tankers

Recent anti-piracy efforts so successful off Somalia's coast have had only limited success in the Gulf of Guinea because shipping companies are prohibited from hiring foreign armed security and foreign naval powers cannot pursue pirates in West African territorial waters where most attacks take place.

While most countries along the Gulf of Guinea have been unable to cope with the pirates there has been one exception; Benin.

“Beninois and Nigerian navies had a successful operation co-operation called Operation Prosperity which brought down the number of piracy cases drastically,” said Adjoa Anyimuda, author of a Chatham House report on West Africa's maritime piracy. Along their short coastline Benin recorded 20 successful and attempted attacks in 2011. In 2012 there were only two.

But the number of piracy attempts are underestimated, Anyimuda said. Many attacks go unreported because shippers think local authorities are not capable of doing anything about the piracy or they believe “some elements within local authorities may be culpable.”

Despite regional prohibitions, some shippers still try to arm their vessels. Nine months ago, 15 Russian sailors aboard the **MV Myre Seadiver** were arrested by Nigerian authorities for possession of weapons and live ammunition.

‘It’s not a naval problem ...’

The International Crisis Group argues that the solution to West Africa's piracy is not more navies but a comprehensive regional reform of police enforcement and court systems currently incapable of handling the piracy crime wave, said Mark Schneider, director of ICG operations in Washington, D.C.

“Corruption has so weakened those institutions to begin with,” said Schneider, “that there is a major rescue effort that must be taken in order for them to become a real ally to the business community and the shipping community.”

“Nigerian criminal syndicates, backed by high-level political and economic patrons, are exploiting this situation by targeting specific tankers for hi-jacking,” said Bridger, the Delex Systems analyst. Dryad suggests the pirates' efficiency may be linked to professional outside supervision from organized crime syndicates in Eastern Europe or Asia. But Schneider said that so far the pirated crude is only being traded on the West African oil black market.

Without more international attention, the ICG reports, “Piracy and other organized crime will continue to plague the Gulf of Guinea, raise energy prices in the U.S. and other markets and lead to further de-stabilization in an already fragile part of the world.” **Source : VOAnews**

P3 alliance causes uncertainty and box rate freefall

The timetable for the formation of P3 has added another layer of uncertainty to the liner business that affects service reliability to shippers, particularly in the Far East-Asia trade. The uncertainty arises at a time when global rates are in nearly free fall due to the deliveries of ultra-large container ships onto major trade lanes and the cascading of smaller vessels to lesser trades.

P3 is the proposed alliance of Maersk Line, Mediterranean Shipping Co and CMA-CGM that together holds nearly half of the container capacity. The P3 carriers have said that they plan to put their alliance into effect in the second quarter of next year, subject to approval by EU regulators.

In the meantime, the industry is left without a road map as to which ports would be served and the levels of service on various routes.

Other carriers would presumably align their services to compete. Counter-programming in the form of direct calls at ports otherwise being served only by feeders has often worked in the past as a way of maintaining traffic for a broad group of carriers. During this period of watchful waiting, the other container operators have hit upon the device of voyage cancellations on short notice, presumably to avoid sailing with light loads at non-compensatory rates. The theory is that dropping or adjusting service strings may lead to a permanent loss of market share in a given sub-trade,

but a cancellation of a sailing does not. On the rate front, there is a bit of disconnect among carriers. Maersk is bent on substantially raising rates by as much as \$900 per teu as of 1 November. At the same time, the G6 carriers have announced a winter withdrawal program that would eliminate eight Asia-Europe sailing from late October to mid-March, 2014 due to low expected demand. The G-6 withdrawals are still slightly below those of last winter.

Rates have fallen to \$765 per teu, down from \$1,500 at the beginning of August, and well below the estimated operating break-even point of \$1,000 to \$1,100. Further, the rate problem has spread to the north-south trades, due to the cascading of medium-sized ships displaced by the ultra-size vessels.

Rates in the Asia—EC Coast of South America trade have reportedly declined to \$780 per teu, and rates in the Asia-Australia trade have dropped to \$400 per teu, both down more than 60%. **Source: Seatrade Global**



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Florida boy, 6, drowns in Carnival cruise ship pool

A 6-year-old central Florida boy drowned in a pool on a Carnival Cruise ship over the weekend after hasty efforts to resuscitate him failed, the cruise line said Monday.

The boy, of Winter Garden just outside of Orlando, was spotted underwater in a mid-ship pool by passengers Sunday, according to a police report and one witness account. It occurred when the ship, the **CARNIVAL VICTORY** was returning from its last leg of a four-day Caribbean cruise. Passenger Deshaun Christian, 23, who witnessed the rescue, told CNN iReport that the incident caught people, enjoying music and dancing, off-guard.

Photo : Henk van der Linden ©



Christian said a DJ discovered the boy struggling in the water and immediately stopped the music. A guest then jumped into the pool with his clothes on and pulled the boy out, followed by a crew member who unsuccessfully tried to revive the boy,

Christian said. The boy was pronounced dead shortly after.

"It was a lot of chaos, people were going crazy, people were praying, they had their hands to the sky. It was a scary scene, seeing a little boy just lifeless," Christian said. The Miami-Dade Police Department said it is still investigating the drowning, which appeared to be accidental. A police statement said the boy was in the pool with his 10-year-old brother when he was found submerged.

"There were a lot of adults, but why wasn't anyone watching the kids?" asked Christian, who was traveling with his family. "You'd think Carnival would have lifeguards around the pool." In an e-mail to CNN, Carnival Cruise spokeswoman Joyce Oliva said the company does not have lifeguards on duty at its pools, and parental supervision is required for children under 13.

The ship left the Port of Miami Thursday and returned on Monday. The latest incident may revive discussions about water safety for pre-teens and adolescents. In March, a 13-year-old Missouri boy died two days after he was pulled from the bottom of a swimming pool at a Disney resort in Florida. No lifeguards were on duty at the time; signs warning that swimmers swam at their own risk were posted.

Ten people die every day from unintentional drowning in the United States, making it the fifth-leading cause of unintentional injury death, according to the Centers for Disease Control and Prevention. About 20% are under the age of 14. Nearly 80% are male, the CDC says. Carnival Cruise Lines tackles its image **Source : CNN**

Zandsuppletie Kustwerk Katwijk



Photo top : Gijs van der loodt ©



Peene Werft, 6185 dwt, 5189 gross tonnage, op de foto afgebeeld voor de kust van Katwijk terwijl het via een persleiding plm. 5000 kuub zand naar het strand transporteert.

Bouwcombinatie **Ballast Nedam - Rohde Nielsen** gaat de werkzaamheden aan de kustversterking, parkeergarage in het duin en de inrichting van de kuststrook uitvoeren.

Photo Left : Maart Barnhoorn ©

De benodigde hoeveelheid gesuppleerd zand van ca. 3 miljoen kuub zal aan land gebracht worden door hopperzuigers van de Deense rederij **Rohde Nielsen** uit Kopenhagen, met o.m. de hopperdredger **Njord R**, gebouwd in 2011 op de Duitse

NAVY NEWS



The **USS RAMAGE** visited Haifa – Photo : Peter Szamosi ©

Government Shutdown Postpones New Navy Ship Christening

The Navy announced that the christening of the future **USS Zumwalt (DDG 1000)** originally scheduled for Oct. 19 has been cancelled and postponed until a future date. "It is incredibly unfortunate that we are being forced to cancel the christening ceremony for this great warship," said Secretary of the Navy Ray Mabus, "but the ongoing government shutdown prevents us from being able to honor Admiral Zumwalt's memory with a ceremony befitting his and his family's legacy of service to our Nation and our Navy."

The future **USS Zumwalt** is a first of class ship for the Navy's next generation destroyer. **Zumwalt class** ships are tailored for sustained operations in the littorals and land attack, and will provide independent forward presence and deterrence, support special operations forces, and operate as an integral part of joint and combined expeditionary forces.

The **Zumwalt** honors Navy Adm. Elmo R. "Bud" Zumwalt Jr., who became the 19th Chief of Naval Operations (CNO) in 1970, and passed away in Durham, N.C., Jan. 2, 2000. The Navy is in coordination with the Zumwalt family and General Dynamics - Bath Iron Works to reschedule the christening ceremony. Source : MAREX



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Korea, Indonesia to ink trade pact

President Park Geun-hye agreed with her Indonesian counterpart Susilo Bambang Yudhoyono to wrap up talks on a comprehensive economic partnership agreement (CEPA) this year, Saturday.

In addition, the two leaders promised to further develop a strategic partnership both locally and globally for the 40th anniversary of the two country's diplomatic ties.

"The two sides agreed to make continuous efforts to reach its goals of attaining a trade volume of \$50 billion in 2015 and \$100 billion by 2020," the two sides said in a post-summit statement. Their total trade volume amounted to \$29.6 billion last year. "Recognizing the recent meaningful advancement in the Korea-Indonesia CEPA, the two sides agreed to conclude the negotiation by the end of this year. In the process, Korea will try to expand its investments in Indonesia." The CEPA, which is broader than a free trade agreement, is a tool to attain the ambitious goals of

economic cooperation, according to Cheong Wa Dae officials. Park and Yudhoyono also pledged to keep the two states' win-win cooperation in the defense industry through transferring Korea's technological knowhow to Indonesia in return for defense contracts.



Last year, **Daewoo Shipbuilding & Marine Engineering (DSME)** clinched a deal to export three submarines to Indonesia. One of the ordered submarines will be constructed here with some 150 Indonesian workers participating in the project.

Plus, approximately 40 Indonesian engineers would be trained in Korea by 2018 when the three submarines are scheduled to be delivered to the buyer. In 2011, the Yudhoyono administration also inked a \$400 million pact for purchasing 16 T-50s to mark the first export of the trainer jet.

On the occasion of Park's state visit to Jakarta, the two sides minted a total of seven memorandum of understanding (MOUs) in such segments as financial collaboration and technology sharing. Indonesian

media estimated that the whole value of the seven agreements would be in the neighborhood of \$10 billion when they proceed as planned.

"We agreed to expand the alliance in the global scene. I am grateful as Indonesia played a big role to improve the relationship between Korea and the Association of Southeast Asian Nations (ASEAN)," Park said in a media briefing after the summit.

"In answer, President Yudhoyono expressed his willingness to cooperate for the success of the special summit between Korea and the ASEAN members that will take place in Seoul in Dec. 2014." Park also invited Yudhoyono to visit Korea. **Source : The Korea Times**



The **F 229 HMS LANCASTER** outbound from Willemstad (Curacao)

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

Defence calculating cost of repairs to Collins-class submarine damaged during severe storm

The Department of Defence is hoping insurance will help cover the costs of repairing a **Collins-class** submarine damaged during severe storms in Western Australia in June.



HMAS Sheean sustained serious damage when it was hit by a drifting merchant vessel which had broken free of its moorings at the Australian Maritime Complex at Henderson, south of Fremantle. The merchant ship had been pushed onto the navy vessel by gale forces winds. The impact damaged two hydroplanes used to steer the sub and its propeller.

Defence is now seeking to recover the costs through an insurer. It says it will take several months to calculate the final cost of repairs. The department says the submarine has been repaired and is back in operation "...in accordance with programmed activities."

Refitted Aircraft Carrier to Leave for India November 30 – Deputy Premier

A Russian-built aircraft carrier refitted for the Indian Navy will finally leave for India on November 30, Deputy Prime Minister Dmitry Rogozin said Monday, following an overhaul that is years late, and cost over twice the original budgeted price.

The carrier **Vikramaditya**, which is now five years past its original 2008 delivery date, was supposed to have been handed over to India in December 2012 after the contract was renegotiated, but had to undergo additional repairs after last year's sea trials revealed that the vessel's boilers were not fully functional due to problems with their insulation. "The problems revealed during sea trials last year have been fixed," Rogozin, who oversees Russia's defense and space industries, said at a meeting with Prime Minister Dmitry Medvedev.

"The ship is ready a month ahead of the handover ceremony and will leave our territorial waters on November 30," Rogozin said. Russian arms exports monopoly Rosoboronekspart said in September that the Vikramaditya will be handed over to India on November 15 and was expected arrive at the Indian naval base at the port of Mumbai by February. **See also :** http://www.youtube.com/watch?v=Ggu2Z_E7vaQ

The warship, previously known as the **Admiral Gorshkov**, is a Project 1143.4 or **modified Kiev class** aircraft carrier commissioned by the Soviet Navy in 1987 and decommissioned in 1996 after cuts to the Russian Navy fleet. The refit of the ship has lurched from one crisis to another since India and Russia signed a \$947 million deal in 2004 for its purchase and refit according to the Times of India. Delivery has been delayed three times, pushing up the cost of refurbishing the vessel to \$2.3 billion, sparking acrimony between Moscow and New Delhi over the contract. The Indian Navy has already taken delivery of some of the carrier's MiG-29K naval fighter aircraft, that were completed before their parent ship was ready for sea. See aircraft operations onboard here : <http://www.youtube.com/watch?v=OOBfkmQG42U> or : <http://www.youtube.com/watch?v=Bo9Nzzk-UAw> Source : RIANovosti

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SHIPYARD NEWS

INACE Shipyard delivers new tug to Brazil



The **Shipyard Naval Inace** is on the market for 45 years and Offshore market, there are only six years. In these six years of Offshore have delivered 09 vessels, among them, tugs, crew supply Fast, Fast Supply Vessel - UT4000 and P5, and our latest delivery was for the company Tug Brazil, on 10/01/13.

The vessel type Tug 30 feet, was the fourth vessel delivered to TugBrasil and another 2 vessels under construction for the company Tug Brazil, hulls 608 and 609.

Dimensions:

Total length: 30,25 m
Beam molded: 11.00 m
Depth Moulded (amidships): 5.28 m
Draught design: 3.75 m
Crew + Passenger: 14 People
Design speed: 11 knots

Capacities:

Static traction capacity: 70ton
Maximum Displacement: 754.9 tons.
Minimum Displacement: 544.7 tons.

Equipment:

Propulsion: 02 Diesel Engines: MTU 16V 4000 M63L, with maximum continuous power: 2240 kW and corresponding speed: 1800 rpm.

Azimuth: Thrusters 02 azimuthal Rolls Royce U.S. 255 FP, reduction ratio: 1:7,519, fixed pitch propellers.

Generator: 02 Diesel Engine: Caterpillar C4.4 DITA (1) with a maximum power of 110 HP continues for each motor and rotating at 1800 rpm.



The **Spanish Naviera Armas** Dwt 11,980 Passenger Ro-Ro Ship (vehicles) "**VOLCAN DE TINAMAR**" in the graving dock **Cernaual Shipyard** Algeciras port , **Photo : Enrique Pérez - Cernaual Shipyard ©**

South Korea's Daewoo Shipbuilding wins \$1.24 bn order for two drillships

Daewoo Shipbuilding & Marine Engineering Co Ltd said on Tuesday it won a 1.33 trillion won (\$1.24 billion) order to build two drillships for an unidentified Africa-based firm. The South Korean shipbuilder said in a regulatory filing the contract was expected to expire by the end of 2015 **Source : Reuters / Indiatimes**

11 firms interested in P18-B Navy ships deal for Philippines

Eleven companies have expressed interest to join the bidding for the acquisition of two Philippine Navy ships worth P18 billion.

The 11 firms are **Piriou Naval Services, Navantia Sepi (RTR Ventures), Thyssenkrupp Marine System, STX Offshore & Shipbuilding, Damen Shipyards, Fincantieri, STX France SA, Hyundai Heavy Industries, Inc., Garden Reach Shipbuilders & Engineers Ltd., DCNS France** and **Daewoo Shipbuilding & Marine Engineering Co. Ltd.**, according to data The STAR has obtained from the Department of National Defense (DND).

It remains uncertain though if all these companies will join the bidding to be held this month.

The frigate acquisition project aims to boost the Navy's territorial defense capability and disaster response efforts. The project is one of the big-ticket items in the military's shopping list.

The winning bidder must deliver the ships within four years from the opening of a letter of credit.

The vessels will arrive after President Aquino's term ends in 2016. Defense Undersecretary Fernando Manalo said the vessels can be used to boost the country's security presence in the West Philippine Sea, repatriate migrant workers and respond to calamities.

The frigates to be acquired will be equipped with ammunition, according to a DND bid bulletin issued recently.

The bidding will be held in two stages due to the technical and detailed nature of the project. The first stage bids must be submitted to the DND on or before Oct. 25 at 10 a.m. Late bids, as well as those that are higher than the approved budget of P18 billion, will not be accepted.

In the first stage of bidding, officials will screen the offers and determine which of them are qualified to proceed to the next stage. Eligible bidders will be notified for the second stage bidding upon the completion and validation of the documents they submitted. The date for the second stage bidding has yet to be announced.

Originally, the government planned to buy second-hand ships, but eventually decided to buy brand-new ones.

Previously, security officials said acquiring second-hand ships would be more costly in the long run as these would require upgrades and repairs. The two frigates to be acquired for the Navy are expected to complement the **BRP Gregorio del Pilar** and **BRP Ramon Alcaraz**, the two warships acquired recently from the US. Source : The Philippine Star

Zhenhua to buy German shipyard

In line with Beijing's call for Chinese yards to acquire overseas shipbuilders, Shanghai-based **Zhenhua Port Machinery Co** revealed that the company is looking to acquire German shipbuilding firm **JJ Sietas Schiffswerft** in Hamburg. **JJ Sietas Schiffswerft** is well versed in the construction of heavylift vessels, geared bulkers, dredgers, roros, offshore wind vessels and container feederships. The Chinese port equipment manufacturer is said to be interested in the German shipyard's design capability. Source : Sinoshipnews

Concern over 350 jobs at Barrow shipyard

OVER 300 jobs are hanging in the balance at Barrow's shipyard.

A consultation is expected to start this week. The jobs are in BAE Systems' Weapons Teams which has been hoping for news on an order with the Indian government, which has yet to be finalised.

Barrow MP John Woodcock today expressed his concern. He said: "This is obviously a very worrying time for employees and I know work is going on right down to the wire to encourage the deal with the Indian government that would sustain their jobs.

"The workers on this world-leading capability designed here in Barrow have served the company so well and every effort must be made to keep them in employment." Source : The Westmorland Gazette

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PDL to launch new intra-Pacific Islands service

Pacific Direct Line (PDL), an affiliate of Singapore's **Pacific International Line (PIL)**, will increase the coverage of Fiji and the Gilbert Islands by launching a new service to supplement the shipping line's existing loop between Suva, Tarawa and Majuro. The new loop, scheduled to begin operations in late October, will link Suva, Tarawa - now covered by two PDL services - and Honiara. It will offer one departure every 18-19 days. Both of the intra-Island services will connect at Suva, to PDL's Auckland-based service.

To staff the new service, PDL will charter the geared 630 teu container-multipurpose ship **MCP BILBAO**, which it will bring into service under the new name **SOUTHERN PHOENIX**. The ship has a proven track record in the Pacific Islands trade and it sailed for Matson until recently under the name **IMUA**. The 117m vessel is equipped with two 70mt cranes and it can supply electricity for up to 60 reefer containers. **Source : Linervision**



Bengal Tiger Lines **EURO MAX** approaching Singapore Brani Container terminal last Tuesday (15-10-2013)

Photo : Piet Sinke © - Just **CLICK on the photo** , to see the photo in **HIGH RESOLUTION**

Ocean-going Ship Newbuildings Round-up

Activity in Chinese shipyards increased the past week, notably in the dry-bulk carrier market, as workers returned from the 'Golden Week' holidays reports **Clarkson Hellas Weekly S&P Bulletin**.

Dry bulk carriers

China Navigation have announced the declaration of another four options of the 39,500dwt design at Chengxi Shipyard, which will bring the total number of orders for this design up to 16 vessels. This latest set of options will all deliver in 2016. No pricing has been disclosed, though the earlier options were declared at a price of circa USD 23 Mill. Clients of **Grecomar** are reported to have placed an order at Taizhou Kouan Shipyard for 1+1 x 64,000dwt Ultramax Newbuildings. Delivery for these is understood to be in the second half of 2015 with pricing in the high USD 25s Mill. The deal itself is understood to have been concluded in September this year.

Cardiff Marine are now reported to have signed LOI's with both SWS and Yangzijiang for 2+2 and 4+2 x 208K newcastle maxes. These orders are understood to have been agreed at prices of 56.3 Mill and USD 55.5 Mill respectively and will deliver between 2015 and 2016.

Scorpio have announced a raft of new orders including: 2 x 60,200dwt bulkers at Mitsui to deliver in 2Q 2016; 4 x 61,000dwt bulkers at Imabari delivering in 2015; 3 x 64,00dwt options declared at Chengxi delivering in 2016 and finally 2 x 61,00dwt bulkers at NACKs for delivery in 1H 2016. No specific pricing details provided.

Tankships

Anglo- Atlantic Steamship meanwhile are understood by Clarkson Hellas to have ordered 2 option 2 x 50,000dwt IMO 2 chemical tankers at Weihai Samijn with both of the firm vessels due to deliver in 2H 2015. These will be the first vessels of this class the yard will deliver.

Sam Bu Shipping are understood to have placed an order at Korea Yanasae Tonyoung 9ex Samho) for a pair of small 3,500 dwt Chemical tankers. These would be the first orders the yard has taken since their published troubles in 2011.

In other sectors

Petreded are reported to have placed an order for a pair of 11,000cbm LPG vessels at Sasaki Zosen which will deliver in 2015 and 2016 respectively. Although no official pricing released, Clarkson Hellas believe these vessels have been contracted somewhere in the region of USD 28-29 Mill.

Finally, **Clarkson Hellas** understands that **Meyer Werft** have received an order from Genting Hong Kong for a 150,000gt cruise ship which is due to be delivered by Oct 2016. The price of this vessel is understood to sit at circa EUR 707.20 Mill. Source: **Clarkson Hellas Weekly S&P Bulletin / MarineLink**



The **CRAGSIDE** outbound from Rotterdam – Photo : **Henk de Winde** ©

.... PHOTO OF THE DAY



FAIRMOUNT EXPEDITION approaching the **UNION SOVEREIGN** for an offshore transfer of equipment offshore Brazil

Photo : **Jim Plug** ©

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