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The RNLI All-Weather **Severn Class** Lifeboat "**Roy and Joy Freeman 17-31**" from the relief fleet is seen returning to Aberdeen from a visit to Stonehaven - **Photo : Iain Forsyth ©**

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VLCC tanker market to face "catastrophic" consequences in the event of a return of Iran's oil to the international market

Things are moving again in the Iranian oil issue and this time, events are unfolding towards the opposite direction, that of the return of the country's resources to the international market. According to the latest weekly report from London-based shipbroker Gibson, the consequences of such an event for the VLCC tanker market could be "catastrophic".



19-10-2013 : SEA BAY IMO 9439539, 2009/60193gt, out from Melbourne off Sorrento

Photo : Andrew Mackinnon – www.aquamanships.com ©

Gibson noted the "assumption that a change of President in Iran would bring little change in their stance on their nuclear programme and that 'normal' hostile relations would continue, now appears to be unfounded. Much to everyone's surprise Iran has offered an olive branch to the West following the election of Hassan Rouhani in June. While we are still a long way from any resolution on the whole nuclear issue, at least both sides in the dispute are now engaging in talks, albeit at a very preliminary level. Of course a peaceful settlement would be welcomed by all, following many years of threats and uncertainty which has impacted on every nation at some level", it said.

According to the shipbroker, "we can all speculate on what will happen should Iran be welcomed back into the international family and at what speed events could unfold. First of all, what will happen to the oil price? With Middle East tension lifted, the price could fall rapidly. OPEC, in the past has stepped in to implement production control to achieve oil prices that are perceived too be fair to all. Cheaper oil will benefit everyone with the exception of the producers, who will be fighting to maintain the value of their barrels, and of course market share. China and India would particularly welcome cheaper oil.. However,, according to some sources, the US needs to see the oil price stay above the \$90 barrel level to make exploitation of shale oil a viable proposition. OPEC will obviously have a prominent role to play in what happens to global oil production and trade, but which OPEC producers will give up their market share to accommodate the return of almost 1 million b/d of Iranian crude sales?"

Gibson stated that "since sanctions were implemented, Iranian production has fallen by 0.8 million b/d. The issue is how quickly Iran would be able to ramp up production back to pre-sanction levels as the nation's oil infrastructure has suffered as a result of the embargo. The speed of return will determine how the newly released NITC fleet (37 VLCCs, 9 Suezmax and 5 Aframax tankers) will operate on the international tanker market. It is more likely that the speed of oil production increases will initially be slow, in which case the national carrier's tonnage could re-enter the tanker market as relets – again swelling the fleet. Although many of the NITC units may be in need of urgent maintenance (in many cases dry docking) in order to attain approvals, this would only temporarily delay their return to the international market, and they would be back in greater numbers than pre-sanctions", the shipbroker said.

It concluded by noting that "in terms of trade, one aspect would be the impact on the West African export market, particularly Nigeria, should Iranian oil once again be taken in significant quantities by the European market. In this summary we have only touched the surface of what could happen should Iran be welcomed back, but the possible

influx of NITC VLCCs could have a catastrophic impact on the crude tanker market. It's a phrase we have used before and we make no apologies for using it again but, the only certainty is uncertainty", Gibson stated.

Meanwhile, in the crude tanker markets this week, in the Middle East, "holidays in the East were brushed aside by ever increasingly keen VLCC Charterers who piled so much cargo into the market place, that owners couldn't fail to take advantage. Rates moved smartly up to close on ws42 to the East and ws 28 West via Cape as a result, and the next ceiling will be the high ws 40 level East, that we last saw in June . That will be a much tougher lid to shift, however, and by that time Charterers will probably have found their heads.. and control, once again. Suezmaxes had no such fun, though enough enquiry circulated to keep things on a steady track with rates averaging 130,000 by ws 55 East and ws 32,5 to the West, with little early change expected, unless VLCCs go totally rampant. Aframaxs also remained solid enough at around 80,000 by ws 92.5 for Singapore, with some tightness persisting over the next period", Gibson said.

In the Mediterranean, all sizes are generally underperforming. "Aframaxs couldn't obtain much advantage from the party going on in the North Sea, and fumbled around at under 80,000 by ws 70 Cross Med the whole week, though sentiment is hardening, and some gains are starting to be asked for. Suezmaxes have some potential deeper into November, but for the time being haven't received the required attention. Rates remained pegged at 135,000 by ws 55 from the Black Sea to Europe, and US\$ 2.35 million was seen for Fuel Oil to Thailand, which was largely within the expected range", Gibson said.

In the North Sea, the shipbroker concluded that "the big story of the week for Aframaxs was to be found here. Seemingly endless enquiry, especially from the Baltic, created a rate surge to 100,000 by ws 115 from the Baltic, and near 80,000 by ws 130 for Cross North Sea runs -

not far from double where we were only a couple of weeks ago! all good things come to an end, however, and so it will be here within short...but there's a little more haymaking left for Owners to enjoy. Suezmaxes saw a little more than of late, but still a pale shadow of what 2Aframaxs enjoyed. 130,000 to the States still went at little better than ws 42.5 and Fuel Oil to Singapore moved at under US\$2.4 million on the same size. VLCCs stayed slow, but US\$4.8 million was seen for a headline run of Crude from Houndpoint to South Korea". Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Veerbootoorlog kort geding EVT, concessie en de EU

Op 15 oktober maakte Staatssecretaris Mansveld van Infrastructuur en Milieu bekend de medegebruikcontracten met de EVT op te zeggen. Een update van de stand van zaken. De EVT gaf 15 oktober al een korte reactie, maar kwam op 16 oktober met een persbericht. Daarin geeft de rederij aan niet van plan te zijn te stoppen op 1 februari 2014.

De rederij vindt de beslissing van Mansveld "voorbarig en onrechtmatig" en spant een kort geding aan om een oordeel over de gang van zaken te krijgen.

"Uit een rapport dat eerder door de RebelGroup in opdracht van het Ministerie is opgesteld (en door EVT via een WOB verzoek werd verkregen) blijkt dat het onmogelijk is dat het ogenschijnlijke verlies van Doeksen veroorzaakt wordt door de activiteiten van EVT", stelt de Eigen Veerdienst Terschelling in het persbericht vandaag.

"De staatssecretaris laat zich onnodig gijzelen door **Rederij Doeksen** die probeert haar monopoliepositie terug te krijgen. De EVT is nog steeds bereid om samen met het ministerie te kijken naar oplossingen, indien Rederij Doeksen volhardt in het terugbrengen van het aantal vaarten. EVT is van mening dat eerlijke concurrentie op de veerdiensten

het uitgangspunt moet zijn, waarbij vanzelfsprekend de belangen van de passagiers voorop staan”, zegt EVT-directeur [Erwin Rob](#).



De Tweede Kamer heeft ondertussen ook om opheldering gevraagd bij de Staatssecretaris. In eerste instantie zal dat schriftelijk gebeuren, in november volgt een debat in de Kamer.

Concessie

verschillende media kopten, ten onrechte, “Doeksen wint rederij-oorlog” of varianten daarop. Dat is natuurlijk een stelling die verre van juist is. De beslissing die Mansveld gisteren nam, heeft niets te maken met de uiteindelijke concessie. Deze is jaren geleden al definitief gegund aan Rederij Doeksen, maar de EVT heeft nog altijd een zaak lopen tegen deze beslissing.

De zaak ligt op dit moment bij het CBb. Een beslissing van het CBb is finaal en biedt verder geen enkele mogelijkheid meer tot een hoger beroep. In Nederland niet, maar ook op Europees niveau niet, omdat eerder al gerechtelijk vastgesteld werd dat de kwestie niet van Europees niveau is.

De uitspraak van CBb over de zaak werd echter uitgesteld omdat er vragen gesteld zijn aan het Europese Hof van Justitie. Mansveld vroeg in juni van dit jaar om een versnelde behandeling van de vragen, maar het CBb ging daar niet mee akkoord.

De beantwoording van die vragen en dus een definitieve uitspraak van het CBb over de gunning van de concessie aan Rederij Doeksen kan nog wel jaren gaan duren. De kans bestaat ook altijd nog dat de gunning wordt teruggedraaid en iedereen terug bij af is.

EU

De Leeuwarder Courant bevestigde ook nogmaals dat de concessie-zaak er los van staat. De krant wist wel te melden dat die in strijd is met Europese regels. De Europese Commissie heeft toevallig verleden week dinsdag een uitspraak gedaan over de zaak en daar een brief over gestuurd naar het Europese Hof van Justitie.

Toenmalig staatssecretaris Tineke Huizinga heeft de concessie onderhands gegund, als contract voor openbaar vervoer over de weg en per spoor, waarvoor zij in 2009 speciale nationale regels heeft ontworpen. De Waddenzee werd daarin als binnenwater aangemerkt om aan Europese regels te kunnen voldoen schrijft de Leeuwarder.

De Europese Commissie (EC) vindt de handelswijze onhoudbaar. De staatssecretaris had zich moeten houden aan een EU-verordening uit 1992 die de liberalisering van het passagiersvervoer van en naar de eilanden in zee regelt. Deze verordening noemt ook een maximale concessieduur van zes jaar, daar waar de gunning aan Doeksen 15 jaar betreft. Ook is onderhands gunnen niet toegestaan binnen die verordening. De EC is van mening dat voor de Waddenzee gewoon de zeeregels moeten gelden. En die zeeregels hebben voorrang op de regels voor passagierstransport op wegen, spoorlijnen en binnenwateren.

Het Europese Hof van Justitie zal deze uitspraken hoogstwaarschijnlijk meenemen in de beantwoording van de vragen van het CBb. Tussendoor komt er nog een mondelinge behandeling van die vragen en er moet nog gewacht worden op een oordeel van de advocaat-generaal. n is de verwachting over de definitieve uitspraak van het CBb al uitgesteld tot 2016. **Bron : [skylgenet.nl](#)**

INGEZONDEN STUK

(UIT DE VOLKSKRANT)

Door : [Evert Schoorl - Staphorst](#)

Als Terschellinger zomerhuisbezitter van eilander komaf volg ik met bovengemiddelde belangstelling de 'veerbootoorlog' tussen de rederijen Doeksen en EVT. Als econoom kijk ik met verbazing naar het bevoordelen van een monopolist door een kabinet dat 'marktwerking' hoog in het vaandel heeft.

Al voor de toetreding door EVT verbaasde ik me erover dat het goedkoper was om je auto naar Engeland mee te nemen dan naar Terschelling. Bij een schijnbaar onaantastbaar Doeksenmonopolie leek dit een gegeven. Maar een aantal kapitaalkrachtige eilanders wilde zich daarbij niet neerleggen en daagde de monopolist uit. Na veel aanloopproblemen, waarbij voor buitenstaanders de indruk rees dat de gemeente Terschelling en Rijkswaterstaat de toetreders dwarszaten, zijn er nu naast elkaar een ruime dienstregeling met langzame en snelboten van Doeksen, en een beperkte met alleen langzame boten van EVT. Dat lijkt een klein beetje op de situatie tussen Athene en het eiland Aegina, waar ik in juni was: regelmatige afvaarten van langzame en snelle boten, door drie of vier rederijen, waartussen de keus van de reiziger vooral bepaald werd door diens eigen tijdschema: gewenste vertrek- en aankomsttijd. Er was een duurder kaartje voor een gloednieuwe langzame boot dan voor een half afgeschreven schip. Zo te zien een redelijke gestabiliseerde markt, bij een ook in die zomermaand duidelijke onderbezetting op een doordeweekse dag.



Vanuit diverse optieken leek het een interessant experiment hoe de veerbootmarkt tussen Harlingen en Terschelling zich zou ontwikkelen, met concurrentie op veel dimensies – zeker niet alleen prijs. Bij Doeksen kun je wachten in een verwarmde hal, bij EVT moet dat in weer en wind op de kade. Bij de eerste kun je kiezen uit een ruim (en gemiddeld duurder) aanbod van gewone en snelle overtochten, bij de tweede pas je je vertrektijd (met alleen langzame boten) aan je lagere-prijsvoorkeur aan. Bij

Doeksen is er keus tussen een klein restaurant en een zelfbedieningsbuffet, bij de EVT word je aan alle tafels bediend. Behalve lagere prijzen is een vriendelijker dienstverlening door beide marktpartijen al aan mij en aan veel andere Terschellingangers als winst van de concurrentie opgevallen.


Met haar verbod van de EVT heeft staatssecretaris Mansveld ingegrepen in een nog niet uitgekristalliseerde concurrentiestrijd, waarvan zij de uitkomst al zegt te weten: verlies voor Doeksen, verlies van arbeidsplaatsen, verminderde dienstverlening aan patienten en scholieren. Het lijkt alsof zij haar vrijgeknippte oren naar één partij heeft laten hangen. Heeft Doeksen echt de boeken voor haar geopend? Heeft zij een verminderde werkgelegenheid bij Doeksen serieus afgewogen tegen de arbeidsplaatsen bij EVT die verloren zullen gaan? Voor echte medische noodgevallen was en blijft er de mogelijkheid van de SAR-helicopter, of van de reddingboot. En wie op Terschelling woont met schoolgaande kinderen weet dat hij voor hun opleiding aan de wal vroeg of laat een ingrijpende keus moet maken: een kosthuis aan de wal, of verhuizen. In alle opties blijft dat zo.

De staatssecretaris lijkt de vraag naar overtochten als een gegeven grootheid te bezien, terwijl economische logica bij een lagere prijs een grotere vraag voorspelt. Voor de korte termijn, bij een slappe conjunctuur, is dit moeilijk te meten. In theorie is het denkbaar dat de verminderde Doeksenklandizie het gevolg is van conjuncturele slappe, en de EVT-overtochten een door de lage prijs uitgelokte nieuwe vraag betekenen. Zeker is dat de oorspronkelijke dienstregeling van EVT, met een late avondafvaart van het eiland, een ruimer dagtoerisme naar Terschelling faciliteerde. Met een vroege Doeksensnelboot heen, en een langzame EVT-boot terug betekende dit winst voor beide partijen, en voor eilander fietsenverhuurders en horecabedrijven. Het lijkt nog veel te vroeg voor de stellige bewering van de staatssecretaris dat er sprake is van 'een substantiële verschuiving van vervoersstromen'. En om te spreken van een bedreiging van de 'ongestoorde en continue aanvoer van levensbehoeften, waaronder medicijnen', en van 'maatschappelijke onrust', is een staaltje retoriek. Uit de brief aan de kamer valt op te maken dat mevrouw Mansveld wel heeft gecommuniceerd met Doeksen, maar niet met paria EVT. Sommige Terschellingers zijn gelijkere Nederlanders dan andere.

Het is niet erg toepasselijk om de staatssecretaris van een tunnelvisie te beschuldigen – niemand wil een tunnel naar Terschelling. Het lijkt er wel op dat ze alleen maar door de zeemansijker van een van beide marktpartijen heeft gekeken. Ben benieuwd wat de kort-gedingrechter van haar motivering van de contractbreuk – het eenzijdig opzeggen van huur- en medegebruikovereenkomsten van de aanlegsteigers - vindt.



The **EVELYN MAERSK** was one of the vessels diverted to Antwerp because of the strikes in Rotterdam. She is seen here in the famous Pass of Bath on the river Scheldt. Photo : [Adri de Schipper](#) ©



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Dozens of floating LNG vessels to be developed - Shell



Dozens of floating liquefied natural gas (LNG) vessels will be developed by the energy industry over the next two decades, unlocking major new gas reserves that could otherwise not be produced, Royal Dutch Shell has predicted.

Speaking on a visit to the first ever floating LNG vessel, **PRELUDE**, which Shell is constructing in a South Korean shipyard, chief executive Peter Voser said there was no reason why the technology would not take off worldwide. LNG plants – where natural gas is liquefied for shipping by cooling it to minus 162 degrees – have so far been based onshore.

Shell has developed FLNG for use on offshore gas fields where it is too difficult either to pipe the gas to land or to build the liquefaction plant onshore.

Mr Voser said: "In 20, 30 years, I could see a scenario that we would have a lot of floaters out there and that's the prime technology used." He said there was estimated to be 800 trillion cubic feet of discovered gas in water depths of more than 200 metres. "If even a modest proportion of this gas is developed through floating LNG technology, the prize is really large." Jason Kenney, analyst at Santander, said: "Prelude is a leap forward in enabling the recovery of

otherwise stranded gas resources. Floating LNG will allow the monetisation of gas reserves that otherwise would remain undeveloped."

Mr Kenney said that the economics of developing FLNG were "challenging" but would "work as part of a portfolio of gas supply and development activity focused on long term flexible LNG supply contracts".

Shell has declined to disclose the cost of Prelude, which will produce gas from a field offshore Australia, but analysts put it at \$13bn. Shell insists it will make attractive returns.

Mr Voser said Shell itself was likely to have "a few" projects operational and one or two more being built in two decades' time, while the wider industry could have developed "dozens" of FLNG vessels. Since Shell began construction of Prelude, Malaysia's Petronas has begun building a smaller FLNG plant, which could become operational before Shell's, while US giant ExxonMobil is planning a project even bigger than Shell's. **Source: Telegraph**

COSCO Heavy Transport supports Ballangrud Breda



COSCO Heavy Transport, a joint-venture between the Chinese company **COSCO Shipping Co. Ltd.** and the Dutch company **NMA Maritime & Offshore Contractors**, has become proud sponsor of the Dutch **Speedskatingclub Ballangrud** from Breda, the Netherlands. COSCO Heavy Transport with one of its three offices located in Rotterdam (the Netherlands), is socially involved and encourages its employees to live a healthy way. Considering the social involvement and its partly Dutch roots COSCO Heavy Transport has decided to support a typical Dutch sport by sponsoring the Speedskatingclub Ballangrud Breda.


Ballangrud Breda with about 300 members is a club of very enthusiast speed skaters who are active just for fun or at a

high competition level. A few youth members are real winners and have won medals at different national and European championships. The club offers everybody to participate a in nice atmosphere at its own level. Ballangrud Breda is very pleased with the support received from **COSCO Heavy Transport**.



The "JAKARTA BRIDGE " and the "DERYOUNG SUCCESS " near the Mekong

Photo : Richard Qualm - GL Noble Denton Thailand ©



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Feestelijke start Maritieme Academie Holland



Woensdag 16 oktober vierden vertegenwoordigers van zes onderwijsinstellingen en van vooraanstaande scheepvaart- en havenbedrijven in het Scheepvaartmuseum in Amsterdam de officiële start van de **Maritieme Academie Holland**. Een nieuw en sterk samenwerkingsverband voor het scheepvaartonderwijs.

De samenwerking beslaat de volle breedte van het maritiem technisch en maritiem nautisch onderwijs voor een nog betere doorlopende leerlijn vmbo, mbo en hbo. De **Maritieme Academie Holland** wil flink investeren in innovatieve voorzieningen en wil de krachten bundelen om jongeren te interesseren voor één van de vele maritieme opleidingen. De afstemming van trainingsprogramma's, specialisaties, gezamenlijke ontwikkeling van materialen, investeringen en het gebruik van elkaars voorzieningen heeft een hoge prioriteit.



De volgende onderwijsinstellingen maken deel uit van de Maritieme Academie Holland:
Dunamare Onderwijsgroep: Maritiem College Velsen en Maritieme Academie Harlingen

ROC Nova College Maritiem in IJmuiden en Harlingen

ROC Noorderpoort: Zeevaart in Delfzijl (vm zeevaartschool Abel Tasman)

ROC Friese Poort afdeling Maritieme Techniek in Sneek

Hogeschool van Amsterdam Zeevaart

NHL hogeschool: [Maritiem Instituut Willem Barentsz](http://www.maritiemeacademieholland.nl) op Terschelling en Maritieme Techniek / Scheepsbouwkunde in Leeuwarden www.maritiemeacademieholland.nl

Bureau Veritas classes Brazil's largest FPU

Petrobras' P-55 Floating Production Unit (FPU), the largest and the first of this kind entirely built in Brazil, is on its way to the **Roncador Field**, Campos Basin, where it will be installed in a water depth of 1,790 metres. The



column stabilized semi-submersible has a capacity of 180,000 bopd and 6,000,000 cu m of gas. The unit is classed by **Bureau Veritas**. BV group companies also provided a wide range of verification and support services which made the major project possible.

Philippe Donche-Gay, Executive Vice-President and head of Bureau Veritas' Marine and Offshore division says, "We are immensely proud to see this major offshore production unit on its way to its deepwater site. It is a real demonstration of the capacity of Bureau Veritas to help offshore operators to develop safe and effective offshore capacity. We have very large and technically skilled teams in Brazil who have been working closely

with Petrobras for the last six years to deliver this project. The range of services we have contributed brings together our skills and experience with marine floating units, risk and safety of energy plants and equipment and our ability to manage major multi-site complex projects."

BV group services to the P-55 project include classification and statutory certification plus:

- Design review for the entire project including structure, mechanical systems, electrical and automation, process, safety, hydrodynamics and the mooring system.

- Independent Risk and Safety studies performed during the FEED and detailed design phases, including PHA, HAZID, HAZOP, SIL/LOPA, dropped objects and collision studies, gas dispersion, fire, explosion and flare CFD 3D simulations and noise studies.

- Design review of lower hull structural integrity during assembling phase at Estaleiro Atlantico Sul.

- Independent structural studies performed by Tecnicas for the lifting of P-55 lower hull megablocks (up to 2,500 tonnes).



- Design review and second party inspections on behalf of Petrobras for the assembly and installation of the P-55 Steel Catenary Risers (SCR) export lines.

- P-55 flexible risers and flowlines Type Approved by **Bureau Veritas**.

The P-55 was designed by Petrobras R&D Department (CENPES) and GUSTO (deck box and topsides). It was built over several sites simultaneously. The main ones were the lower hull fabrication and assembly at Estaleiro Atlantico Sul (EAS) in Suape, Pernambuco state and main production modules fabrication, integration and commissioning by QUIP at Estaleiro Rio Grande, Rio Grande do Sul state.

P-55 in numbers:

Column Stabilized unit platform of 50,000 tonnes lightship

Length: 104 m x Width 94 m (Foot Print)

Height: 130 m (including flare tower)

Spread / Semi-Taut mooring system with 16 mooring lines

Accommodation Module for 120 persons

Distance from the Brazilian Coast 127 km

100 MW Generator System + Waste Heat Recovery System – equivalent to a town of 400,000 people.

17 wells (11 production and 6 water injection)

110 km of subsea flexible lines and 70 km of umbilicals

Oil export for P-54 (12", 14 km extension) and PRA-1 (12", 46 km extension), a fixed offshore pumping platform also certified during construction by **Bureau Veritas** in Brazil.



The banner for Croon TBI techniek features a green background. On the left is the company logo, which consists of a stylized purple 'C' and the text 'croon TBI techniek'. Below the logo, the services 'Electrical systems', 'Automation', 'Electrical drives systems', and 'System integration' are listed. In the center, exhibition dates are provided: 'Oct. 15 - 16, Offshore energy 2013 - Amsterdam' and 'Nov. 5 - 8, Europort 2013 - Rotterdam'. On the right, there is a small 'FPAL' logo and a vertical strip of three images showing offshore oil rigs. At the bottom, social media icons for LinkedIn, Facebook, and YouTube are on the left, and the text 'design · build · maintenance croon.nl/en' is on the right.



This month **STANFORD MARINE** from Dubai and **ATLAS SERVICES GROUP** in Singapore have signed a frame agreement for the supply of crew on the AHTS type and PSV type vessels. On the right **Mr. Darren Reeves** from **Stanford Marine** and left **Capt. Richard Leistra** from **Atlas Singapore**.

ReCAAP: Pirate attacks in Asia drop 6% on year over Jan-September period

There has been improvement in the piracy and armed robbery situation in Asia during January-September 2013 compared to the same period in past four years (2009-2012). Unlike the past years, there was no Category 1 (very significant) incident reported during January- September 2013, and the number of Category 2 (moderately significant) incidents was at its lowest.

Of the 90 incidents reported during January-September 2013, 86 were actual incidents and four were attempted incidents. Out of the 86 actual incidents, six were piracy incidents and the remaining 80 were armed robbery against ships¹.

Compared to past years, the decline in the number of incidents reported during January- September 2013 was most evident in the Straits of Malacca and Singapore involving ships while underway. However, there has been an increase in incidents onboard ships anchored off Pulau Nipah, Indonesia. Ship masters and crew are advised to exercise enhanced vigilance and maintain watch-keeping when anchored in the vicinity.

Overall, incidents reported during January-September 2013 were generally less violent compared to those in the previous four years. Incidents involving crew being assaulted, taken hostage or threatened occurred less frequently during January-September 2013 compared to the same period in previous years.

In incidents where losses were reported, theft of ship stores such as mooring ropes, paint and engine spares were more common at ports and anchorages, while loss of crew's personal belongings and cash occurred onboard ships while underway.

About 80% of the incidents reported during January-September 2013 occurred to ships while at ports and anchorages. As such, the ReCAAP ISC encourages the relevant authorities to step up enforcement and strengthen port security; and ship owners, masters and crew to keep abreast with the latest situation update, report all incidents immediately to the coastal State and adopt best management practices.

Piracy and Armed Robbery Against Ships Incidents during January -September 2013

A total of 90 incidents were reported during the period of January-September 2013. Of these, 86 were actual incidents and four were attempted incidents. The number of incidents has fluctuated throughout the nine-month period, with the highest number of incidents occurred in July 2013 and lowest in May 2013. Refer to Graph 1 on the monthly number of incidents reported during January-September 2013. [Download File\[PDF\]](#)

Source: Recaap



The **WEST TELESTO** new from Dalian, China prior off-load from the Dockwise **TARGET** at Vung Tau anchorage
Photo : Richard Qualm - GL Noble Denton Thailand ©



The **COOLWATER** outbound at the Westerschelde bound for Rotterdam Photo : Huib Lievense ©

North Sea helicopter crew did not notice loss of speed until too late

The crew of a helicopter that crashed in the North Sea near Scotland's Shetland Islands did not notice the aircraft had been slowing until it was too late, a British air safety investigation team said. Four oil rig contractors were killed when a Super Puma L2, made by EADS's Eurocopter subsidiary, crashed into the sea off Shetland's rocky southern coast on August 23. The helicopter, carrying 16 passengers and two crew, was operated by CHC Helicopter for France's Total and was heading to Sumburgh airport in Shetland.

In a report published on Friday, the Air Accident Investigation Branch (AAIB) said the aircraft had reduced its airspeed during its descent with the intention to maintain it at a certain level, but the helicopter had continued to lose speed, which went "unobserved by the crew".

"At some point the commander saw the sea, but he was unable to arrest the helicopter's descent and it struck the surface shortly thereafter," the report said. CHC said that its pilot training followed strict regulations and industry standards and the airmen involved in the accident were well-trained and experienced, adding that it would not speculate on outcomes until the investigation was complete.

"The bulletin tells us what happened but not yet why it happened. We all want to understand why this happened and this will be a significant part of the ongoing investigation," CHC's Vice President of Safety and Quality, Duncan Trapp, said. The AAIB repeated that it had found no evidence of a casual technical failure, a statement it first made on September 5, and said the continuing investigation would focus on the operational aspects of the flight.

The crash was the fifth accident in four years in the area involving different models of Super Pumas, including a fatal crash of an L2 in April 2009 in which 16 people were killed. [Source : Reuters](#)

NYK HYPERION (13,208 teu) delivered



The 13,208 teu **NYK HYPERION** / Photo : Vladimir Tonic

Samsung Shipbuilding and Heavy Industries has handed over the 13,208 teu vessel **NYK HYPERION**, unit number eight in a series of ten neo-panamax ships ordered in March 2011 by OOCL. The ship follows the **OOCL BANGKOK**, delivered in September. Six of the vessels will come on stream for OOCL, while four of them are to be chartered out to Japan's Nippon Yusen Kaisha. In a few days, the new **NYK HYPERION** is to join the G6-Alliance's Far East to Europe service 'Loop 7', where she replaces the 10,660 teu **APL YANGSHAN**. The **NYK HYPERION** and her sisters are 366,47m long and 48.20m (19 rows) wide. The ships are powered by an MAN B&W12S90ME-C9.2 main engine that is electronically down-rated to only 54,200 kW. Two more ships of the series are scheduled to come on stream in the first quarter of 2014. [Source : Linervision](#)

Shell announces successful bid for giant field in deep water Brazil

A consortium of companies, including Royal Dutch Shell plc ("Shell"), Petrobras, Total, CNPC and CNOOC, won today a 35-year production sharing contract to develop the giant Libra pre-salt oil discovery located in the Santos Basin, offshore Brazil. The Brazilian regulator, Agência Nacional do Petróleo (ANP), estimates Libra's recoverable resources of between 8 to 12 billion barrels of oil.

"The Libra oil discovery in Brazil is one of the largest deep water oil accumulations in the world. We look forward to applying Shell's global deep water experience and technology, to support the profitable development of this exciting opportunity," said Peter Voser, Chief Executive Officer, Royal Dutch Shell.

Shell holds 20% in the consortium, with Petrobras 40% as operator, Total 20%, CNPC 10% and CNOOC 10%. The consortium will work together in an integrated fashion to support Petrobras, the most experienced operator in the Brazilian pre-salt, and will incorporate each company's deep water skills, people and technology for the success of the venture.

The production sharing contract is expected to be signed in November 2013. As part of the winning bid, Shell will pay its 20-percent share of the total signing bonus of USD \$1.4 billion [3.0 billion reais], and fulfill the minimum work program no later than end 2017.

The ultra-deep water Libra accumulation is located in Santos Basin, approximately 170 kilometers (105 miles) off the coast of Rio de Janeiro. The block covers approximately 1,550 square kilometers in water depths of around 2,000 meters (6,500 feet). The reservoir depth is around 3,500 meters below the sea floor (11,500 feet). The ANP estimates that total gross peak oil production could reach 1.4 million barrels per day. Further appraisal is required to firm up this estimate, the development concept and a first oil date.

Shell is one of the industry's pioneers in deep water oil and gas with some 330,000 boe/d of production, world-wide, from deep water in 2012. Our commitment to technology and innovation continues to be at the core of our strategy. As energy projects become more complex and more technically demanding, we believe our engineering expertise will be a deciding factor in the growth of our businesses. Shell was the first International Oil Company to produce on a commercial scale in Brazil and has more than 100 years of history within the country, with circa 65,000 boe/d of

operated production in 2012. Shell is currently operating two Floating, Production, Storage and Offloading (FPSO) vessels in Brazil's offshore – the Espirito Santo at Parque das Conchas and the Fluminense at the Bijupirá/Salema fields - and has recently announced projects to expand production at both fields.

Shell also operates and owns an 80% interest in the BM-S-54 block, where the Gato do Mato discovery is being appraised. Shell has also other interests in Brazil, particularly our Lubricants business and our joint venture Raizen, the leading sugar cane ethanol producer and fuels retailer. **Source : PortNews**

 <p>M3 MARINE GROUP www.m3marine.com.sg</p>		<table border="0"> <tr> <td> M3 MARINE OFFSHORE EXPERTISE <ul style="list-style-type: none"> - Vessel Valuations - FMEA Authoring & Auditing - DP Consultancy / Annual DP Trials - IMCA CMID & Dive System Audits - OCIMF OVID Audits - Pre-purchase Survey Inspections </td> <td> M3 MARINE OFFSHORE BROKERS <ul style="list-style-type: none"> - Chartering (Time & Bareboat) - Sale & Purchase (including Newbuildings) </td> </tr> <tr> <td>expert@m3marine.com.sg</td> <td>mail@m3marine.com.sg</td> </tr> <tr> <td colspan="2">1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606</td> </tr> </table>	M3 MARINE OFFSHORE EXPERTISE <ul style="list-style-type: none"> - Vessel Valuations - FMEA Authoring & Auditing - DP Consultancy / Annual DP Trials - IMCA CMID & Dive System Audits - OCIMF OVID Audits - Pre-purchase Survey Inspections 	M3 MARINE OFFSHORE BROKERS <ul style="list-style-type: none"> - Chartering (Time & Bareboat) - Sale & Purchase (including Newbuildings) 	expert@m3marine.com.sg	mail@m3marine.com.sg	1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606	
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Holland America Line benoemt Sibrand Hassing tot Director Nautical Operations Europe

Holland America Line heeft **Sibrand Hassing** benoemd tot **Directeur Nautical Operations Europe**, met als basis het bedrijfskantoor in Rotterdam. In deze functie is hij verantwoordelijk voor de veiligheid en nautisch toezicht van alle 15, onder Nederlandse vlag varende, schepen van Holland America Line. Daarnaast zal hij fungeren als een lokale liaison met de Nederlandse Maritieme Autoriteiten. **Sibrand Hassing** neemt de werkzaamheden over van **Leo Dobber** die, na 10 jaar werkzaam geweest te zijn bij Holland America Line, met pensioen gaat.



Holland America Line's **ms Zuiderdam** departing Vancouver on 24 August 2013 for a 7 day cruise to Alaska - **Photo : Paul Thomas ©**

"Wij zijn erg blij om iemand met zo'n uitgebreide maritieme kennis en ervaring als Sibrand, in ons team te hebben," zegt **Dan Grausz**, executive vice president vloot operaties bij **Holland America Line**. "**Leo Dobber** heeft uitstekend werk verricht en ervoor gezorgd dat **Holland America Line** sterke en effectieve samenwerkingen heeft met regelgevende instanties in Nederland en international. Sibrand zal, met zijn uitgebreide kennis, in staat zijn dit voort te zetten en verder te bouwen aan deze belangrijke relaties."

Hassing was sinds 1992 werkzaam bij het Ministerie van Infrastructuur en Milieu (voorheen het ministerie van Verkeer en Waterstaat), als senior beleidsmedewerker voor de afdeling van de zeevaart en veiligheid. Tijdens zijn ambtstermijn was Hassing betrokken bij vele beleidskwesties, waaronder de Internationale Maritieme Veiligheidsmanagement (ISM) Code, air emissions, veiligheid van de scheepvaart, Port State Control en Standards of Training and Certification and Watchkeeping (STCW). Hij nam ook regelmatig deel aan vergaderingen van de Internationale Maritieme Organisatie en hij was hoofd van de delegatie bij verschillende gelegenheden.

In 2010 was Hassing vice-voorzitter van de STCW bijeenkomsten in Manilla (Filippijnen), waar een aanzienlijk aantal wijzigingen zijn aangenomen om de procesgang en de veiligheid te verbeteren. Hassing heeft meer dan 10 jaar

ervaring als officier aan boord, onder andere bij Incotrans, de voormalige Holland America Line vrachtafdeling, aan boord van diverse LASH, offshore bevoorrading, container en roll-on-roll-off schepen, laatstelijk was hij werkzaam als eerste stuurman.

Missing The Wave In Ship Transport

The cargo shipping business is highly cyclical, a fact that many ship owners have not seemed to have grasped, according to recent research from Harvard Business School researchers. In an article that first appeared on HBS Working Knowledge, Kim Girard explains why executives in other cyclical industries should take heed.

Like investing in a mansion when the real-estate market is at its peak, buying a dry bulk ship in a boom time is a terrible long-term investment, according to new research that predicts cycles in the shipping industry.

The contrarian research results out of Harvard Business School could help investors succeed in volatile, cyclical markets as far ranging as real estate, high technology, and truck transport.

In Waves in Ship Prices and Investment, a National Bureau of Economic Research working paper, Professor Robin Greenwood and Assistant Professor Samuel G. Hanson studied trends in the bulk shipping industry, constructing patterns of return for investors.

The research results—that heavy investment in a boom depresses future earnings—were unexpected, says Greenwood, the George Gund Professor of Finance and Banking. “We were shocked at how predictable the returns are in this industry.”

Over the course of a year, Greenwood and Hanson interviewed a variety of people, including dry bulk shipping industry leaders, private equity investors, and two shipping scholars.

Three types of ships dominate the industry: dry bulk carriers, which primarily carry iron ore, coal, and grains; cargo ships, run by companies like Maersk that rent container space; and fuel tankers. In 2011, Dry bulk ships made up about 40 percent of the shipping industry, with tankers and cargo ships comprising the rest. Worldwide, there were about 9,000 bulk carriers, which varied in dimensions from small to supersized. The bulk shipping market was valued at roughly \$180 billion.

Owners in this highly competitive industry make money either by transporting cargo for hire or by chartering for a specific period, typically 12-month contracts, where the lessor pays for fuel and insurance and the owner pays for the crew (about \$6,000 a day), along with maintenance and depreciation expenses.

Cargo shippers seem slow to recognize boom-bust cycles. Owners charter their ships for an average of 357 days a year, docking for maintenance for eight days. New ships, which have a life cycle of about 25 years before being scrapped, are ordered through shipyards and take two or three years to build. About 10 percent of the fleet is bought and sold on the secondary market.

For the study, Greenwood and Hanson focused on the earnings and secondhand prices of a sample number of midsized dry bulk carriers called the 76,000 DWT (deadweight tonnes) Panamax. Using earnings and secondhand prices between 1976 and 2011, they computed the ships’ return on investment.

The researchers found that earnings were quite volatile but followed a predictable boom-bust cycle. Several factors influenced the cycles: a rush to build too many ships when market demand rose, coupled with a lack of attention owners paid to increasing worldwide competition.

In the paper, Greenwood and Hanson point to Nicholas Kaldor’s “cobweb” model of industry cycles, in which firms choose the quantity to produce based on the naive assumption that there will be “zero supply response, so that earnings will always be the same” as they were in a particular time period.

This assumption is wrong. Owners, perhaps for psychological reasons and the fact that there’s a lag time between ordering and building a ship, scrambled to build new ones. That led to a glut of ships competing in the market a few years later, accompanied by a decline in fees going into the hands of owners and, at the end, the scrapping of ships.

When the study begins in 1976, the shipping market was at a low point. By 1979, oil price increases drove an industry uptick as the market shifted from oil to coal.

Demand for ships outstripped supply until 1981, when a global recession and the US coal miners’ strike led to a collapse in ship-hire rates. By 1983, anticipating a recovery, many owners ordered new vessels. Greenwood notes the folly of that strategy, quoting marine historian Martin Stopford, author of Maritime Economics, a leading treatise on shipping: “If so many owners had not had the same idea, this would have been a successful strategy.”

The heavy delivery of bulk carriers worldwide by 1984, Stopford said, “ensured that the increase in [shipping] rates was very limited.” The industry’s largest boom, however, began early in 2003, driven by demand for iron ore to fuel China’s infrastructure development—a shipbuilding boom followed. By 2007, ports were overcrowded and suffering

from delays and ship shortages, which led to high rates that stimulated the over-ordering of ships. The owners greatly underestimated the magnitude of their losses this time.

"You see this absolutely crazy period in 2007-2008, where ships that historically leased for \$30,000 a day were being leased for \$120,000 to \$200,000 a day." At peak, buyers may have overpaid for a ship by 100 percent. By early 2009, the market imploded, "the biggest drop in prices the industry has ever seen," Greenwood says.

The bust cycle in the dry bulk shipping industry continues today. Prices are extremely low, ships are being scrapped, and private equity firms are moving in to invest. The bulk shipping boom-bust trend offers sound advice to investors.

"When rates are low and when everyone else is destroying ships, you want to order them," Greenwood says. "It's a contrarian strategy. When everyone is ordering ships is the time you should be selling."

The shipping and real-estate industries are, unlike the stock market, quite similar in their long-term predictability, he says. High investment typically will create a low return. "If you buy a ship in a boom it's a terrible investment. The magnitudes are stunning."

A group of Harvard Business School students discovered similar boom-bust trends when researching the truck industry, Greenwood says. They found that when trucking companies were expanding their supply, overall returns to the industry were poor.

"People mistake a shock to demand with an ability to generate profits. They overinvest because they don't understand."

The growing body of research is causing Greenwood to think about business cycles more broadly, he says, noting that the tech boom similarly caused a rush of companies to compete but few made money. "It's not just in shipping," he says. But in shipping and real estate, where feedback is delayed, he concludes, "learning is slow." Greenwood and Hanson were drawn to maritime studies after teaching cases on the shipping industry. "We noticed the tremendous bubble in shipping prices—and subsequent collapse—in the late 2000s," Greenwood recalls. "As researchers in asset pricing and behavioral finance, and interested in bubbles more broadly, we simply wanted to understand what was going on." **Source : Forbes**

NAVY NEWS

Canadian warships to stay on patrol in Arabian Sea until April 2015

The Defence Department says it will extend its participation in a multi-national anti-terrorism patrol in the Arabian Sea to April 2015. Canadian warships first joined the patrol, known as **CTF-150**, in May 2012.



The 29-nation operation is based in Bahrain and uses its ships to monitor, inspect, board and stop suspect shipping in the Horn of Africa region. **HMCS Toronto** and her Halifax-based crew of approximately 250 personnel are on duty now.

They are to be replaced early in 2014 by **HMCS Regina**, a frigate based in Esquimalt, B.C. The Canadian operation is known as **Operation Artemis**.

"During the four rotations that have been part of **Operation Artemis**, our crews have done outstanding work, including flag-verification boardings and interdiction operations, which greatly support security in this important region," said Lt.-Gen. Stuart Beare, commander of joint operations command. "Canadians can be proud of our role in sustaining good order at sea, and allowing for the safe flow of people and commerce across these waters." **Source : The Province**

Submarine worker dies at Navy dockyard

A civilian worker has died while working on a laid-up submarine in [Devonport Dockyard](#). The man, who was operating a "cherry picker", is understood to be in his 50s and from southeast Devon. His next of kin have been informed following the incident at the dockyard in Plymouth. The incident happened some time before 1pm last Monday in 8 Dock. Dockyard operator Babcock Marine said: "Earlier today an employee of our sub-contractor Pyeroy died while carrying out maintenance work on a laid-up submarine at our facilities in Devonport. Everyone at Babcock is saddened by this tragedy, and our thoughts are very much with the family of the person who has lost his life.

"Both our company and Pyeroy are co-operating fully with the Police and Health and Safety Executive, and we can say nothing further while their investigations into the as yet unknown cause of this incident continue." Police and the Health and Safety Executive are investigating the incident, which is thought to have involved only the dead man.

Oliver Colville, the MP for Plymouth Sutton and Devonport, offered his condolences to the family. "I am horrified and shocked," he said. "I have asked them to provide me with details and I shall write to the family to give my condolences." It is the second death in industrial incidents in Plymouth in less than a week. A 22-year-old man died after being struck by a falling pallet on Friday. The young Slovakian was working in the freezer area of Interfish Ltd, in the Cattedown area of Plymouth. **Source : [thisiscornwall](#)**

LCS Freedom suffers flooding in port

The littoral combat ship (LCS) [Freedom](#) suffered minor flooding Oct. 20 when about three feet of water was discovered in the bilge, the lowest part of the ship. The LCS was pier-side at the Changi Naval Base in Singapore and was in no danger, the Navy said.



The ship's crew controlled the flooding and dewatered the space, said Capt. Darryn James, spokesman for the US Pacific Fleet in Pearl Harbor. "The problem was traced to a small rupture in a seawater service system pipe," he said.

Laft : The [USS FREEDOM](#) moored at Changi naval base in Singapore – **Photo : [E. Knisp](#) ©**

Impacts from the flooding are not severe, James added, and the problem "will result in minimal operational impact to the ship."

According to a Navy report, a half-inch rupture was discovered in the discharge piping of the No. 1 gas turbine motor lube oil cooler. It is not yet clear whether the problem is due to a manufacturing defect, an installation problem, or some other issue. "This latest problem is not related to previous lube oil cooling issues that occurred during this deployment," James said.

The Freedom, which has been in port for several weeks, was to have gotten underway Oct. 21 for several days of local operations before returning to Changi for a maintenance period, but "the ship will now remain in port to conduct repairs," James said.

The Freedom's crews have dealt with several mishaps since leaving San Diego on March 1 to begin the cruise, the first-ever extended overseas deployment for an LCS. The ship has experienced several short-duration power losses — each a matter of minutes — including an event in July that caused the Freedom to break off operations and return to Singapore for repairs. Several problems have resulted from issues in the lube oil cooling systems — essentially tubes filled with seawater that circulate around hot engines to cool them down. Such systems are common to virtually all big ships, and are not necessarily LCS-specific.

James declined to discuss specific operational schedules for the [Freedom](#), but he indicated no changes are planned.

"We don't expect this to be a problem that affects Freedom's deployment schedule," he said. "The ship is working to prepare for CARAT Brunei exercises in November."

CARAT, or Cooperation Afloat Readiness and Training exercises, have been a staple of the Freedom's deployment, and have included exercises with naval forces from the Philippines, Thailand and Singapore. Sailors also completed a crew swap in early August when the Blue Crew relieved the Gold Crew. The **Freedom** is expected to leave for home before the end of November, and be back in San Diego around Christmastime. Source : NavyTimes

USS North Dakota nuclear submarine to be christened on Nov.2

The **USS North Dakota** nuclear attack submarine — the first military vessel in almost a century to carry the state's name — will be christened on the same day North Dakota celebrates its 124th birthday, Secretary of State Al Jaeger said Monday. The ceremony will be held on Nov. 2 in Groton, Connecticut North Dakota entered the Union on Nov. 2, 1889. The \$2.6 billion, 377-foot Virginia-class submarine will have 120 sailors and 14 officers. It's designed to launch missiles, carry commando teams and perform reconnaissance missions. North Dakota officials lobbied the military to name a new ship after the state for more than a decade until the Navy eventually agreed in 2008. Chief among those longtime advocates is Navy veteran Robert Wefald, a retired North Dakota district judge and former state attorney general. Wefald said dozens of North Dakotans, including the state's congressional delegation and Gov. Jack Dalrymple, are expected to attend the ceremony, which marks the end of the shipbuilding process and officially launches the submarine and formalizes its name. "We hope to have about 100 people from North Dakota there," Wefald said. "This is a big deal."

The ship's sponsor, Katie Fowler, will bestow the name while smashing a bottle against the bow of the submarine. Fowler is the wife of retired Vice Adm. Jeff Fowler, a Bismarck native. Wefald said the nuclear submarine is expected to be in service for 33 years and can operate the entire time without the need to refuel. The military has said the submarine will be able to dive to depths of 800 feet and cruise at about 30 mph. Master Chief Petty Officer Tim Preabt, a graduate of Mandan High School, is the only sailor from North Dakota assigned to the submarine, Wefald said. Preabt is the senior enlisted sailor on the submarine.

Dot Frank, who chairs the **USS North Dakota**, said several sailors from the submarine have been brought to North Dakota over the past two years to experience the state. The sailors have done everything from ice fishing to touring North Dakota's booming oil patch. "The idea is for them to find out what their namesake state is all about," Frank said. "They will be acting as kind of spokespeople who have experienced what makes North Dakota, North Dakota."

Wefald said the submarine will undergo sea trials following the christening. A formal commissioning ceremony is slated for May 31, 2014. The last ship to bear North Dakota's name was a coal-fired, steam-powered battleship built in 1910. It was decommissioned in 1923, and sold for scrap in 1931. Source : The Republic

SHIPYARD NEWS

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Kleven wins its largest shipbuilding contract ever in Norway

Kleven has signed a contract with **Østensjø Rederi** in Haugesund, Norway, for the building of a 150 m long offshore construction vessel. Total contract value is NOK 1.4 billion, making it the largest contract ever for Kleven, the shipbuilding company said in a press release.

The highly advanced vessel of SALT 304 OCV design will be equipped with a 400t crane, a 70t crane, Vertical Lay System and carousel.

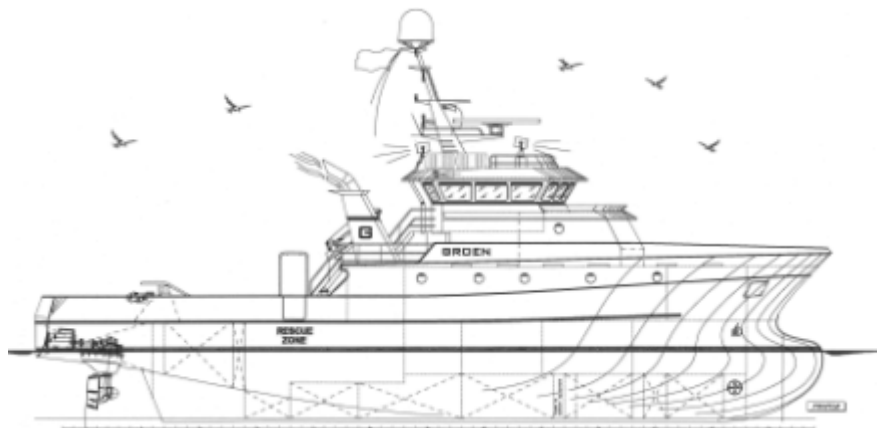
"It is very positive that we can have this vessel built in Norway. Our former experience with Kleven is good, and we look forward to continue the cooperation. **Kleven** is a highly competent and innovative ship building company," said Johan Rokstad, CEO of Østensjø Rederi. "It is a great pleasure for us to be able to welcome Østensjø back to Kleven, ten years after our last delivery to them," said Ståle Rasmussen, CEO of **Kleven**. "We operate in a highly competitive international market, and it is very satisfying that we win contracts to build extremely advanced vessels like this. We have made large investmenst over the past few years to ensure that we can continue the proud ship building traditions we have, and parts of this vessel will be produced on our new robotised welding line in Ulsteinvik," Rasmussen said.

The vessel is to be delivered from Kleven Verft in Ulsteinvik, Norway in Q1 2016, and will enter into a long time chart for Deep Ocean. Kleven has 13 vessels on order, at a total value of around NOK 7.9 billion. **Source :PortNews**



In Walvis Bay (Namibia) the 3rd **Elgin Brown and Hamer (pty) Ltd** drydock was commissioned in service –
Photo : Krause

Dutch offshore services company Rederij Groen contracts Damen for two Seismic Research Support Vessels



Maaskant Shipyards Stellendam (NL), part of **Damen Shipyards Group**, has been contracted again by Rederij Groen (NL) after delivering two chasers, the 'Aquarius-G' and the 'Astra-G', earlier this year. The new Seismic Research Support Vessels' deliveries are planned in the third quarter of 2014, while shipowner Groen has taken an option on a third, identical vessel to be delivered in 2015. The new SRSV's will be 35 x 8.70 m and will be propelled by two Azimuth thrusters, each powered by a 500 kW electric motor. Three

Caterpillar gensets will provide electrical power. Rederij Groen is planning to put the vessels to work in the Seismic Industry worldwide.

Like the earlier chasers, the new SRSV's will often operate alongside other vessels, assisting with board-to-board transshipment of goods and equipment. As seismic research is done at low speeds, stability and manoeuvrability are of the essence. "The new design allows just that", adds Mr Groen.

Longstanding relationship

Damen's newbuild and repair yard in Stellendam has a longstanding relationship with [Rederij Groen](#), performing maintenance and repair for their entire fleet of more than 20 offshore vessels and having built all their other SRS vessels.

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Navis completes contract for largest Netherlands superyacht



[Navis Engineering](#) has successfully concluded a contract to supply a dynamic positioning (DP) system to the largest superyacht to be constructed in The Netherlands, the 99m [Madame Gu](#).

Built at [Feadship](#) in steel and aluminium over the course of a four-year period, the superyacht is powered by four MTU 20v diesel engines and can reach a maximum speed of 24 knots. It has a beam of 13.6m, a maximum draught of 4.6m, is classed by Lloyd's Register and is MCA compliant. [Madame Gu's](#) particular features include accommodation for up to 12 guests in six state rooms including a master state room and five guest cabins. The vessel also carries a

crew of 36, sleeping in 18 crew cabins. Special amenities include a fully enclosed helicopter hangar, two 11m yacht tenders and scuba gear. **Madame Gu** has a beam of 13.6m and a maximum draught of 4.6m. Classed by Lloyd's Register, the vessel is MCA compliant.



Wagenborg's **MISSOURIBORG** riding high in the Bay of Biscay - Photo : Jan van Vuuren ©

NDSQ and NSW Secure Vessel Build and Operations Contracts

Nakilat's joint ventures will build and operate seven new vessels at the Port of Ras Laffan



Qatar's premier marine company **Nakilat** has secured vessel building and operations contracts for the Port of Ras Laffan via its joint ventures, shipbuilder **Nakilat Damen Shipyards Qatar (NDSQ)** and towage operator **Nakilat SvitserWijsmuller (NSW)**.

NDSQ has signed to build seven vessels — two 60-ton bollard pull (BP) azimuth stern drive (ASD) tugs, two 45-ton BP ASD tugs, two 15-ton BP twin-screw mooring boats and one pilot boat — which will be ready for service by autumn 2014 / spring 2015. NSW will then operate the seven vessels at the Port of Ras Laffan on a 14-year contract with Qatar Petroleum. NSW already operates a fleet of 25 vessels at Ras Laffan and a further five vessels at Halul Island, performing about 12,500 tug jobs per year in the Port of Ras Laffan.

In addition to the new order for the Port of Ras Laffan, NDSQ is constructing 19 workboats for use at the Port of Mesaieed.

Commenting on the signing of the vessel construction and operation contracts, Managing Director of Nakilat and Chairman of NDSQ and NSW, Muhammad Ghannam said: "We are delighted with the continued confidence in the services that our joint ventures are providing in Qatar. NSW will ensure that the Port of Ras Laffan will continue to receive first class harbor services at increased capacity using vessels built in Qatar by NDSQ. We're thankful to HE Dr. Mohammed Bin Saleh Al Sada for His Excellency's continued support of the operations of Nakilat and its joint ventures at the **Port of Ras Laffan** and at **Erhama Bin Jaber Al Jalahma Shipyard**."

Director of Industrial Cities, Abdulaziz Jassim Al-Muftah added: "The growth of NSW's services in the Port of Ras Laffan and of NDSQ's activities at **Erhama Bin Jaber Al Jalahma Shipyard** confirm Ras Laffan Industrial City's position as a leading LNG terminal and marine hub. QP is committed to the development of Qatar's energy infrastructure and marine capabilities, and to a bright future for our country's economy and industrial sectors."

NDSQ is a joint venture between Nakilat and Dutch shipbuilder **Damen** and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length. For more information visit: www.ndsq.com.qa.

NSW is owned 70 per cent by Nakilat and 30 per cent by Svitser Middle East Ltd. The vessels operated by NSW include tug boats, pilot boats, line boats and crew boats. NSW offers a range of services including towing, escorting, berthing, pilot support, line handling services afloat and ashore, emergency response, and marine maintenance support. For more information visit: www.nakilat.com.qa.

Nakilat is a Qatari marine company providing the critical transportation link in Qatar's LNG supply chain. Its LNG shipping fleet is the largest in the world, comprising 56 LNG vessels. Nakilat also manages and operates four LPG carriers. Via two strategic joint ventures, N-KOM and NDSQ, Nakilat operates the ship repair and construction facilities at Erhama Bin Jaber Al Jalahma Shipyard. For more information visit: www.nakilat.com.qa

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P3 setup update: Far East – Europe

As reported earlier, the proposed Far East to (Northern) Europe network of the P3 will consist of eight weekly loops. This compares to the present set up of nine loops for **Maersk**, **MSC** and **CMA CGM**. The one-loop reduction will not have any meaningful capacity effect since larger ships, mainly in the form of 18,270 teu Maersk-EEE classes, are being phased-in successively.



The **EVELYN MAERSK** outbound from Antwerp – Photo : Stan Muller ©

The P3 service restructuring will see consolidation of Southeast Asia transshipment hub calls toward Tanjung Pelepas, at the expense of Singapore and Port Kelang.

Two services, the 'Baltic / FAL7 / AE8' and the 'Skaw / FAL8 / AE9' will feature direct calls in the Baltic Sea. One of the loops will reach as far as Poland, while the other will only call at Gothenburg, Sweden. Maersk Line had pioneered direct calls in the Baltic Sea with large Asia-Europe mainline tonnage, but the participation in such slings is new for MSC and CMA CGM.

The **low number of calls at Rotterdam**, Europe's largest container port, comes as a major surprise. Depending upon the future patterns of feeder services and on-carriage, both Antwerp and Bremerhaven appear to benefit from the changes. Most other ports will roughly see the same number of calls as now (or one less call because of the overall reduction in loops).

The eight Far East to Europe loops look as follows (MSC name / CMA CGM name / Maersk Name):

Albatros / FAL1 / AE1: 9x 19,000 teu

Rotterdam, Bremerhaven, Wilhelmshaven, Tanger Med, Suez Canal (way point), Tanjung Pelepas, Yantian (Shenzhen), Ningbo, Shanghai, Xiamen, Tanjung Pelepas, Suez Canal (way point), Algeciras, Tanger Med, Rotterdam.

Pendulum, Lion / FAL2 / AE2: 16x11,500 teu

Zeebrugge, Dunkirk, Southampton, Le Havre, Marsaxlokk, Suez Canal (way point), King Abdullah City, Jeddah, Singapore, Vung Tau (aka Cai Mep), Nansha, Hong Kong, Yantian (Shenzhen) / USWC / Shanghai, Ningbo, Yantian (Shenzhen), Chiwan (Shenzhen), Tanjung Pelepas, Sines, Antwerp, Zeebrugge.

Shogun / FAL3 / AE5: 11x13,000 teu

Le Havre, Felixstowe, Bremerhaven, Wilhelmshaven, Rotterdam, Suez Canal (way point), Colombo, Tanjung Pelepas, Hong Kong, Kobe, Nagoya, Yokohama, Ningbo, Shanghai, Hong Kong, Yantian (Shenzhen), Tanjung Pelepas, Suez Canal (way point), Le Havre.

Condor / FAL5 / AE6: 10x8,500 teu

Southampton, Hamburg, Bremerhaven, Felixstowe, Zeebrugge, Le Havre, Algeciras, Beirut, Suez Canal (way point), Port Kelang, Chiwan (Shenzhen), Ningbo, Shanghai, Xiamen, Hong Kong, Chiwan (Shenzhen), Tanjung Pelepas, Port Kelang, Suez Canal (way point), Southampton.



The **MSC ANTALYA** outbound from Cape Town – Photo : Ian Shiffman ©

Swan / FAL6 / AE7: 11x13,000 teu

Rotterdam, Hamburg, Bremerhaven, Antwerp, Suez Canal (way point), Tanjung Pelepas, Shanghai, Busan, Dalian, Tianjin (aka Xingang), Qingdao, Ningbo, Shanghai, Chiwan (Shenzhen), Yantian (Shenzhen), Tanjung Pelepas, Suez Canal (way point), Rotterdam.

Baltic / FAL7 / AE8: 12x14,000 teu

Bremerhaven, Gdansk, Aarhus, Bremerhaven, Felixstowe, Suez Canal (way point), Singapore, Chiwan (Shenzhen), Busan, Kwangyang, Shanghai, Yantian (Shenzhen), Tanjung Pelepas, Suez Canal (way point), Bremerhaven.

Skaw / FAL8 / AE9: 12x13,000 teu

Felixstowe, Bremerhaven, Gothenburg, Rotterdam, Antwerp, Le Havre, Suez Canal (way point), Salalah, Khor Al Fakkan, Jebel Ali, Singapore, Chiwan (Shenzhen), Qingdao, Ningbo, Shanghai, Nansha, Yantian (Shenzhen), Tanjung Pelepas, Colombo, Suez Canal (way point), Felixstowe.

Silk / FAL9 / AE10: 12x13000 teu

Le Havre, Antwerp, Hamburg, Felixstowe, Gioia Tauro, Suez Canal (way point), Khor Al Fakkan, Jebel Ali, Singapore, Yantian (Shenzhen), Tianjin (aka Xingang), Kwangyang, Busan, Qingdao, Shanghai, Ningbo, Chiwan (Shenzhen), Singapore, Suez Canal (way point), Le Havre. Source : Linervision

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Two shipping companies burgled in one night

An unidentified thief broke into two offices of shipping companies in CBD-Belapur, on Saturday night and decamped with Rs81,000 cash. The thief targeted the offices of Rider Shipping Pvt Ltd and Ganesh Epex situated in the 14th floor of the same building. The unknown accused have been booked under sections 454, 457 and 380 of the IPC. Source : Indiatimes



OLDIE – FROM THE SHOEBOX



WINDSOR CASTLE, at 37 647 gross tons, she was the largest of the Union-Castle mailships, having accommodation for 780 passengers in two classes. When the mail service from Southampton to South Africa ended in 1977, she is shown sailing from Cape Town on 27/9/1977. Reconstruction for service as an accommodation vessel under the name **MARGARITA L** gave her a new lease of life. Photo: Robert Pabst ©

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.... PHOTO OF THE DAY



the Motor Vessel "**MODESTA VICTORIA**" on the slipway at Bariloche, Argentina. The **MODESTA VICTORIA** (length 39 m, width 7,60 m, depth 3,50 m) was built in 1937 at the **Verschure & Co Shipyard** in Amsterdam Noord, later part of the **IHC group**. The vessel was shipped in parts to Buenos Aires and carried by train to Bariloche, a distance of about 1500 km, where it was assembled and launched on November 10, 1938, 75 years ago. It still operates passenger trips on the Lago Nahuel Huapi, 770 m above sea level! **Photo : Néstor de Lorenzo ©**