



**Number 308 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 04-11-2013**

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

The advertisement for ISKES TOWAGE & SALVAGE features a background image of two tugboats, the "GREEN" and the "WRENT", moving through the water. The company name "ISKES" is prominently displayed in large, bold, yellow capital letters at the top. Below it is a logo consisting of a blue and yellow rope knot. Underneath the logo, the words "TOWAGE & SALVAGE" are written in blue capital letters. The text "Personeel gezocht voor onze sleepboten" (Staff sought for our tugboats) is centered in black. Below this, it says "Wij zijn op zoek naar:" (We are looking for:). The required positions are listed in bold black capital letters: "KAPITEINS – STUURLIEDEN – MACHINISTEN". At the bottom, a paragraph in Dutch reads: "Ben jij gekwalificeerd, gemotiveerd en wil je werken in een dynamische omgeving kijk dan, voor een uitgebreide omschrijving van deze functies, op onze website. [www.iskestugs.nl](http://www.iskestugs.nl)".

Monnickendamkade 19 D/E - 1976 EC IJmuiden - T. +31 255 561 900 - [.iskestugs.nl](http://www.iskestugs.nl)



**The SLOMAN HERMES assisted by the Iskes tug HERCULES into the IJmuiden Locks**  
**Click on the photo to see the High Resolution version – Photo : Piet Sinke ©**

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

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

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

## EVENTS, INCIDENTS & OPERATIONS



**Teras Offshore**

*A subsidiary of Ezion Holdings Limited*



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

[commercial@terasoffshore.com](mailto:commercial@terasoffshore.com)



Tschudi's **BOULDER** outbound from Ijmuiden last Friday – Photo : Piet Sinke (c)

[Click on the photo](#) to see the High Resolution version

## Dry bulk market in first positive sign in days

Owners of dry bulk carriers are well aware of the rollercoaster ride that has been the market for their vessels over the past few years. This trend was once again cemented during the past couple of months, when the industry's benchmark in terms of hiring rates, the Baltic Dry Index (BDI) raced to unseen for years new heights, only to retreat close to where it all began, back in late August, early September. Still, after a series of downward sessions, yesterday marked the first positive one, in a sign that the market found its new ground. The BDI ended at 1,504 points, up by 20 on the day, with Capesizes recouperating part of their losses sustained over the past few days. The Baltic Capesize Index was up by 81 points to end at 2,245 points. Panamaxs lost ground though, while smaller carriers were marginally higher.

In its latest weekly report, commenting on the Capesize market, shipbroker Fearnleys noted that "no light at the end of the tunnel for shellshocked owners, and those who have overplayed their hand during the last rally find the escape door to be a very narrow one. Rate levels have been in free fall - notably on considerable volume - all through the week. Actual daily returns for pacific rounds are presently no more than usd 10k/day, with value down close to 50% w-o-w. Atlantic is equally hard hit, down 40% and coming in at some usd 16k/day. A number of N/B's are still set to enter market prior year-end, and same has to be factored in by players making their forecasts for the weeks and months to come. Period activity is for natural physical reasons next to nothing, and FFA's are presently too nervous and without direction to give support going forward", the shipbroker said.

On the Panamax front, Fearnleys said that "it has been a somewhat quiet week so far and rates have been decreasing in both hemispheres. In the Atlantic we have seen rates dropping continuously as there is a lack of fresh cargoes and the tonnage list is again growing. The Cape market has also had a direct impact on pmax rates with stems being split into pmax stems, but the recent dramatic rate decline for Capes influences the Pmax market with no benefit from these additional cargoes.

The Ta's are now paying in the region of Usd 16k and Fhauls bss USG loading in region of Usd 18k + 800k bb. Pacific rounds which are also declining are now being fixed in the 13-15k level depending on delivery. Period market has come down on lack of takers and the FFA mrkt is not giving the same support".

Finally, on the Handy market, "it had an active week however not directly translated into the rates we've seen in the Pacific. We see more coal and bauxite cargoes in the market and owners with ships open in EC India or North China are seeing rates in the low teens for same. For the shorter Indo rounds charterers have to pay up due to a tight tonnage list and facing levels around Usd 16k for either India or China direction. In the Atlantic the mrkt we have seen more activity and firmer rates, especially in the USG. The list of prompt ships able early/mid Nov cancelling is scarce and we expect the rates to continue the firm tendency, at least for the shorter term", Fearnleys concluded.

In a report this week, Platts, quoting market sources, noted that the absence of sufficient Brazilian iron ore cargoes, was one of the key reasons behind the weakness of the market, especially for Capesize carriers, along the major Pacific routes. But, an anticipated increase in thermal coal imports by India and China could also help boost Capesize freight rates from Australia. Still though, the room for uptick is limited unless we see more [fixtures for] Brazilian [iron ore] cargoes in the market. Mining majors have pretty much secured all the vessels they need and they aren't seeking any more, a Shanghai-based trader said. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide (c)**



The **CHIQUITA DEUTSCHLAND** outbound from Antwerp – **Photo : Walter de Groot (c)**

## LOC Expands to Australia's East Coast

**London Offshore Consultants (LOC)**, a global marine and engineering consultant for the shipping and offshore energy sectors, announces plans to increase its presence in Australia. Identifying a strategic growth plan which allows the group to maintain quality and improve client response time, satellite operations, firstly in Sydney, and then the



surrounding region, will be opened to support the existing operation in Perth. The expansion announcement comes in the same month as LOC celebrates its 25th anniversary in Australia.

To ensure the LOC Group is able to meet industry requirements managing director of LOC Australia, Alex Harrison, confirmed the first step in the expansion plan.

"To complement the oil and gas and marine services already provided through our Perth office, a brand new East Coast operation will focus on providing technical and operational services to all levels of the shipping industry including government, port authorities, port and terminal users, shipowners and insurers both in Australia, New Zealand and the South Pacific."

This east coast operation is headed by Drew Shannon, a Master Mariner with experience in Marine operations management, risk analysis, towage and salvage operations.

Shannon and colleagues will look initially at product areas such as vessel surveys and audits, technical evaluations, operations management support, expert witness services, and risk evaluations and audits for ports, terminals, shipowners and operators and their insurers. Additionally they are able to support salvage and wreck removal operations should such services be needed.

Although initially based in Sydney it is recognized that many of the states on the East coast have quite diverse markets and requirements and it is expected that eventually LOC Australia will provide locally based, sector specific, support from other hub locations on the East coast as well. LOC is also assessing future plans for more offices in the Northern Territory across in New Zealand.

Since 1988, LOC Australia has become one of group's top four revenue generators with 24 staff including master mariners and a range of engineers from the marine, naval architectural, offshore, civil/structural and mechanical disciplines. The team is further supported by a network of a further 15 professionals across Australia. In the last five years, revenue has grown year-on-year by over 25%.

Source: London Offshore Consultants

**We deliver anchors & chains worldwide**  
G.J. Wortelboer Jr. B.V. • [www.wortelboer.nl](http://www.wortelboer.nl)



Dockwise **SWAN** anchored off Punta Arenas (Chile)

Photo : Marco en Hanneke de Vriend - [4amigosonadventure.com](http://4amigosonadventure.com) ©

## Otto Marine Ltd : Sale Of Vessel For Usd95 Million

The Board of Directors of **Otto Marine Limited** wishes to announce that its wholly owned subsidiary, Deep Sea 1 Pte. Ltd. ("DS1PL") has entered into a Memorandum of Agreement ("MOA") to sell a vessel known as **DEEP SEA 1** (the "Vessel") to PT GO Marine International ("GMI"), a company incorporated in Indonesia in which it owns 49% for a sum of USD95 million.



The **DEEP SEA 1** anchored off Singapore

**Photo : Piet Sinke (c)**

**Click on the photo** : to see the High resolution version

The vessel is built in its own shipyard in Batam, the sale of the Vessel will reduce its inventory on hand and is part of the ordinary course of business of the shipyard business.

None of the Directors or Controlling Shareholders or Substantial Shareholders

of the Company has any interest, direct or indirect, in the abovementioned agreement save for their directorships and/or shareholdings in the Company, DS1PL and GMI. Shareholders should note that the MOA has no legal or binding effect, and it does not purport to create any legal relations other than to provide a period for the parties to negotiate and enter into formal binding contracts. **Source: Otto Marine**

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

## **ITF backs Norwegian dockers**

The ITF has spoken out in support of dockworkers in Norway who have begun a boycott at Risavika terminal Friday 1 November 2013. The action is over the reported refusal of management to sign up to the national Norwegian agreement covering dockworkers.

Instead, employer Risavika Terminal AS is said to be proposing to use seafarers to carry out cargo handling duties.

The ITF has issued a statement condemning the intentions of the company which are in direct contravention of the ITF dockers' clause. The statement reads: All ITF agreements contain the dockers' clause, which stipulates that on vessels covered, neither the ship's crew nor anyone else on board shall carry out cargo handling work traditionally or historically done by dockworkers. Cargo handling must be done by professional dockworkers who have the relevant skills and training to be efficient and safe in this role.

The ITF finds the intentions of management to violate the dockers' clause in this way totally unacceptable and agrees with the NTF's assessment that this is a blatant attempt to cut costs and maximise profits in a move which poses a great risk to health and safety standards as well as trade union rights. ITF dockers' section chair Paddy Crumlin said: "We are behind the dockers of Norway 100 per cent. They are taking action because they have been left no other choice. This is a long running dispute at the heart of which is the company's lack of respect for dock work as a profession and its willingness to put lives at risk by allowing those without the proper training and experience to do a job which is skilled and dangerous. That's something that we just can't stand back and accept." Norwegian maritime unions have requested that vessels divert to other ports where there is a NTF agreement in place, while the boycott is in force. Formore about cargo handling see: [itfseafarers.org/ITI-cargo-handling.cfm](http://itfseafarers.org/ITI-cargo-handling.cfm)

# Britain complains to Spain over collision of police boats off Gibraltar in continuing spat

Britain's government says it is complaining to Spain after a minor boat collision off Gibraltar, the latest incident in a spat over the disputed U.K. territory. Britain's defense ministry says a Spanish police boat "maneuvered in a dangerous and provocative manner" near Royal Navy ships within Gibraltar's territorial waters and struck one of them Wednesday. The collision was "minor" and "no damage or injuries were sustained," according to a statement Friday.

People watch the waves batter into the sea wall of a marina in Brighton, south England, Monday, Oct. 28, 2013. A major storm with hurricane force winds is lashing much of Britain, causing flooding and travel delays including the cancellation of roughly 130 flights at London's Heathrow Airport. Weather forecasters say it is one of the worst storms to hit Britain in years. It's a public holiday in Spain and government offices weren't answering repeated calls seeking comment. Tension has grown after Gibraltar built an artificial reef that Spain says hurts its fishermen. Spain retaliated by beefing up border security, creating delays. Spain ceded sovereignty of Gibraltar to Britain in 1713, but has persistently sought to regain the tiny southern territory.



**ANCHOR & CHAIN FACTORY (AKF)**

- Supply of marine anchor- and towing equipment
- Lloyd's approved testing house up to 2000 mt
- Repair and modification of anchors and anchor chain cables

---

P.O. Box 22      phone +31 10 204 19 28 / 31      akf@akfanchorchain.nl  
 3100 AA Schiedam      fax +31 10 234 02 00      www.akfanchorchain.nl  
 The Netherlands

Member of the DAMEN SHIPYARDS GROUP 






Vroon's **BRAHMAN EXPRESS** out from Melbourne – Photo : Dale E.Crisp (c)

# EDDYTUG CONSTRUCTION STARTED



Since the launch of the **EDDY** concept in 2012, this novel tug design was extremely well received by the towage industry, but the inevitable question was always “where can we see an **EDDY TUG** operating?” To overcome this hurdle, **Holland Shipyards** recently joined **EDDY TUG** and started with the construction of the first full scale version of this unique tug. Detail- and production engineering was entirely done in-house by **EDDY TUG**. This resulted in a very well thought-through design which is ready to face tomorrow's challenges in the towage market.



Scale model of the **EDDY 30-65** which will be on display during **EUROPOR 2013**, at stand **1404** of **Holland Shipyards**.

**Holland Shipyards** is known for delivering on-time solutions to clients, a high level of quality and excellent customer care. Their involvement in **EDDY TUG** underlines the shipyard's commitment to become an innovative player in the towage market.

The main particulars of the “**EDDY 30-65**” are: 30,30 long x 13.40 m wide, a draft of 4.75m and 65 tons Bollard Pull. The vessel will be classed under: BV I + HULL • MACH ESCORT TUG, AUT UMS, Unrestricted Navigation. The hybrid propulsion system consists of two Schottel SRP 3000 thrusters, each fitted with

460kW electrical motors, two Mitsubishi S16R main engines of 1610kW each and two 568 kW generators. In free sailing condition, the tug can easily reach speeds of 9 knots purely on its electrical motors, leading to significant reductions in fuel cost. A spacious accommodation is provided for a complement of 7 persons in 5 cabins, all with en-suite sanitary facilities.

All **EDDY TUGS** are designed and built around three simple key-criteria: performance, economy and safety.

### Performance

The enhanced, yet simple and slender hull form is easily driven, easy on gear, highly seaworthy and course stable in any direction.

The balanced design, comprising compact centerline drive-trains with azimuthal thrusters forward and aft, results in very simple operations. Free sailing- and towage behavior are totally predictable and intuitive, which will surprise any tug captain, whether highly experienced or novice. High dynamic stability results in high dynamic escort performance under all weather conditions. The unique propulsion arrangement allows for high push and pull forces in any direction and makes an **EDDY TUG** effective as bow- as well as stern tug. When operating under speed, towline forces of twice the bollard pull can be generated.

### Economy

An **EDDY TUG** accelerates effortlessly and moves swiftly in any direction with the capability to maintain continuous line tension. High towline forces are generated by making optimum use of hydrodynamic forces, instead of fossil fuels. Pure simplicity is transformed into pure economy by making the most efficient use of the minimum number of parts. The hybrid drive train, which is standard on an **EDDY TUG**, ensures a drastically optimized fuel economy in all operational modes, thereby re-defining the benchmark for all hybrid tugs currently on the market.

### Safety

Each **EDDY TUG** is intrinsically safe. The high dynamic stability, reduced motions in seaway, the watertight subdivision and dry, spacious and clutter less decks guarantee a safe working platform. Safety in maneuvering and ship-assist operations is established by the ease of operations, total predictability and good sea-keeping behavior. A double-drum render-recover **Kraaijeveld** Safe-Winch mitigates the risk of having slack towlines and towline overload. Minimum 35 degrees tumblehome, massive all-round fendering and low draft further improves safety, also when working under any ship's flare. The **EDDY 30-65** will be ready for service by June 2014. For those who are interested in seeing this tug operating, **EDDY TUG b.v.** is now taking appointments for demonstrations.



The **CSCL JUPITER** arriving in Rotterdam-Europoort – Photo : Kees Torn (c)



## EERLAND SHIPREPAIR B.V.

Core activities at Eerland Shiprepair are mainly:

- Restoration activities, employing our self propelled craneship Marine Service 1, lifting 35 metric tons up to a reach of 45 m.
- Ship repair; domestic and abroad.
- Under water activities, employing our mobile docks.
- Qualified welding jobs for steel, aluminium, stainless steel and duplex.
- Overhauling of winches of all brands;
- Repair of gangways, quays, pontoons, etc.
- You can find more about our projects at our website.

IJzerwerkkade 41, 3077 MC Rotterdam, Harbour no. 1095

Tel. +31 (0) 10-483 48 88; Fax +31 (0) 10-482 23 25

[@eerlandshiprepair.nl](mailto:@eerlandshiprepair.nl) [.eerlandshiprepair.nl](http://eerlandshiprepair.nl)



The **ORIENT ACCORD** in Rio Grande – Photo: Marcelo Vieira (c)



# All rules are made to be broken. Or are they?

Like any classification society, LR is always evolving its classification rules. Today is no different. In fact the speed of new rule development is currently very high. There is a different look and feel to some of these new rules however – for they are no longer completely prescriptive. Some might even say they are no longer rules, since they don't tell you what to do. So what is wrong with traditional prescriptive rules? The answer is very simple – nothing! In fact prescriptive rules are excellent providing there is a high degree of confidence that the hazards of a technology are understood.

Prescriptive classification rules, typically, are one solution to managing the unwanted hazards of a known technology. Hence classification rules are generally pragmatic and cost effective and have become the accepted route to managing a known technological hazard.

One of the many challenges the maritime industry faces today is the rate of deployment of new, complex and integrated technology to meet new regulation and maintain a competitive edge. Prescriptive rules, on their own, are not a good way of managing the hazards of new, complex and integrated technology, since the hazards are not fully understood. Prescriptive rules also offer only one solution to a known problem. Some might say they do not facilitate innovation.

## Hatch covers

To give an example. Hatch covers on bulk carriers are standard and are the subject of classification rules. In this case the safety hazards being managed are:

- 1) Cargo liquefaction due to the cargo becoming wet from moisture (from rain or sea spray entering through the cargo hold hatch)
- 2) Loss of excess buoyancy or ship stability by green seas coming into the holds through the hatch. A 'lid' on the hold does this simply and neatly, and is an obvious solution.

A hatch cover will also help keep the cargo in spec for the end user. Clearly hatch covers are not the only way these safety hazards could be managed. Frequently the rule requirement asks for a specific hardware measure, since there is considerable confidence in the measure, providing it is adequately maintained.

Here we touch on an important element which any classification society requires – confidence in the measure. There is a high level of confidence in hatch covers, given deep sea trade and varying weather conditions. This is not to say that other solutions to managing the hazard are not acceptable. For instance, in benign sheltered waters, management controls might form part of an alternative approach, instead of using hatch covers. Gaining the same level of confidence in management controls however involves considerably more effort.

So why do an increasing number of LR's new rules additionally require risk based techniques to be used? Using prescriptive rules (for instance requiring a specific hardware measure) is adequate when small incremental steps are made in evolving or developing new rules involving a known technology. In such cases prescriptive rules can be produced, with a high degree of confidence, that ensure the technological hazard is adequately identified, understood and managed.

## New technologies

What about new technologies or increasingly integrated and complex systems where the hazards are not fully understood? Using or modifying existing prescriptive rules gives very little confidence that the potential new hazards are understood and adequately managed. A simple example is LNG as a fuel. If prescriptive class rules developed for HFO/MDO were used as they are or were modified to manage LNG as a bunker fuel, it's entirely probable incidents would result. The process used to evolve the existing rules would not be sufficiently robust and systematic.

The fact that LNG is cryogenic and that it is used in the gas state will most probably lead to catastrophic incidents. When technologies involve inherently large hazards, are expensive or have high expectation of the stakeholders, developing rules by overt reliance on learning through incidents is not an acceptable way of developing rules.

I hear you saying that LNG and methane are well understood, as indeed they are in certain industries and applications. LNG's use on board ship as a fuel, outside of boil of gas in LNG tankers, is very new, and standard designs and their safety implications on ships have yet to be fully understood. In such cases prescriptive rules alone do not give the adequate level of confidence that class requires to approve a design. Additional methods need to be used, of sufficient rigour, to give class the confidence that there has been a robust and systematic approach to the identification and management of new technological hazards.

### Prescriptive rules

There is good news however! As experience of a technology develops, and standard designs are evolved, prescriptive rules can be developed. It is quite possible that within two to five years of a new technology being introduced prescriptive rules can be produced. The industry is embracing, at an ever increasing rate, new and complex technologies. Increasingly these technologies have to be effectively integrated to ensure that unwanted hazards are managed, and that the benefits of the expenditure on new technology are realised. As an ex-seagoing engineer I fondly remember a rotating mechanical engine governor, a wonderful piece of kit. When did you last see one of these? Somewhere in my car there is a reciprocating engine, buried beneath mounds of electronics. Solid state logic circuits are the control systems of today and the future, and they are everywhere – microprocessors can be tiny things. Ensuring we have a robust and systematic understanding and management of the hazards of new technologies, complexity and integration is the only thing that will provide adequate confidence for class approval to be given.

If you want to be at the cutting edge of performance by gaining the benefits of new technology, complexity and system integration, robust and systematic risk assessment will be a large part of the design development. This is the reality of today. If you are prepared to forgo a competitive performance edge, then wait a number of years until a particular new technology, complexity and integration is better understood, and when wholly prescriptive rules are likely to have been developed. **Source: Lloyd's Register**



The **JOHN RITSCHER** enroute Rotterdam – Photo : Ria Maat (c)

**Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting**  
Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000

**VLIERODAM B.V. - THE NETHERLANDS – [www.vlierodam.nl](http://www.vlierodam.nl)**

## Death at Aqaba port

A young man died last week after attempting to climb onto the cargo deck of a ship that was berthing at Aqaba port. Sources said that the man was assessing the cleanliness of the deck. However, the man slipped as he climbed on the cargo deck, and fell. He died before the ambulance arrived. **Source : Gulfship News**

## Vinashin Group to become new shipbuilding corporation



The parent company and several subsidiaries of the **Vietnam Shipbuilding Industry Group (Vinashin)** will be restructured into a new shipbuilding industry corporation, the Ministry of Transport announced Thursday. In its newly-released directive, the ministry announced the establishment of the **Shipbuilding Industry Corporation (SBIC)**, which is apparently built from the wreckage of the heavily indebted Vinashin Group, which nearly collapsed in 2011 due to steep losses while several of its chief officials have been charged for financial wrongdoings.

The name **Vinashin** will officially become a thing of the past once the SBIC obtains its corporate license, according to the ministry.

SBIC is a Single Member Limited Liability Company whose 100 percent stake is held by the government. At the time of establishment, the total registered capital of the company is VND9.52 trillion (US\$449.06 million).

The company and its eight subsidiaries will be operating under the direct management of the transport ministry, and the Minister of Transport is fully authorized to assign its chief officials.

The main businesses of SBIC is building, repairing, and maintaining vessels; operating seaports and wharfs; sea transporting; building shipyard and other water constructions; and supporting industries for the shipbuilding sector.

SBIC is also required to join hands with the government and the board to restructure Vinashin to completely settle its debts.

On October 10, **Vinashin** issued international bonds in a bid to restructure its \$600 million worth of foreign bank loans. Its debts from domestic sources are estimated at VND17 trillion (\$801.89 million) and Vinashin officials said they will try to settle this by the end of this year, or the first quarter of next year. Vinashin's total debts amount to some \$4 billion. **Source : tuoitrenews.**





Approved by:  
ABS BV LR  
DNV GL MCA  
ILT RINA

**Your reliable specialist for  
Navigation and Communication Surveys  
throughout the Netherlands**

NavCom Inspection & Consultancy B.V.  
Trawlerkade 34a  
1976 CB IJmuiden  
The Netherlands  
Tel. +31 255 525696/+31 653 911125 24h  
Fax +31 (0)255 515891  
E-Mail: [info@navcom.org](mailto:info@navcom.org)  
Web: [www.navcom.org](http://www.navcom.org)

## Carriers target contract renewals

Container shipping costs on the main East-West headhaul trades have been in free-fall since a brief peak season petered out in September. But with carriers lining up ambitious GRIs for **November where might rates head next?**



By the third week of October, spot rates paid by forwarders to ocean carriers on the trade from Shanghai to Rotterdam had slumped by over 56%, according to the World Container Index assessed by Drewry. Its assessment fell to \$1,278 per 40ft.

With forwarders having since reported being offered even lower rates, it is clear that the market has further to fall. Meanwhile, on the eastbound transpacific, pricing has also

been in retreat. Drewry's Hong Kong-Los Angeles container freight rate benchmark reached its lowest level in almost two years by the fourth week of October, tumbling to \$1,736 per 40ft.

Meanwhile, rates have continued to fall on North-South trades, as the cascading of capacity off over tonnaged East-West trades has taken its toll on once buoyant routes. This was reflected in Drewry's Global Freight Rate Index, a weighted average across all main trades excluding Intra-Asia, which declined in September after two consecutive months of recovery, shedding 9% to \$1,955 per 40ft. In addition to weak East-West pricing, the index was weighed down by tumbling rates on the trade from Asia to South America, which continued to reel under pressure as a result of the cascading of larger ships.

Carriers have announced ambitious rates increases across both East-West and North-South trades in parallel with capacity corrections, in a desperate bid to shore up pricing. Drewry believes that some of these increases will be accepted by the market, but that their sustainability will depend on the duration of the capacity withdrawals.

On the Asia-Europe trade carriers have only announced skipped sailings for November, so most of the capacity will return from December. By contrast, whole service strings have

been removed from the transpacific until the resumption of peak season next year. Hence, any rally in eastbound transpacific rates may prove to be more sustained, particularly if an earlier Chinese New Year boosts cargo volumes in December and January.

The timing of these increases are important as prevailing spot market rates have a very strong influence on contract rates, for which negotiations are presently getting underway for 2014 calendar year. Strong spot rates will be used by carriers as leverage to seek contract rate increases, particularly on the headhaul Asia-Europe trade (most transpacific contracts run May to April). But on North-South trades such as Asia-South America cargo owners should expect to gain lower contract rates despite an expected recovery in the spot market. **Source: Drewry Supply Chain Advisors**



The **ARKLOW WIND** outbound from the IJmuiden locks – **Photo : Piet Sinke ©**

**Click on the photo** to see the High Resolution photo or click to see a stern view of the vessel

## New sailing routes from the supply bases in Southern Norway

Statoil has decided to alter its sailing routes from the supply bases in Southern Norway to the platforms in the North Sea. The decision is a result of several years' work aimed at optimising use of supply vessels and bases.

The current sailing routes to the platforms in the North Sea from the bases in Florø, Mongstad, Ågotnes and Dusavik largely stem from the days when three different companies (Saga, Hydro and Statoil) operated the installations being

supplied. Adapting and streamlining the sailing routes will extract substantial savings, both financially and in terms of the environment. Estimated cost savings are in the order of NOK 250 million per year, along with a reduction in Co2 emissions estimated at 20 000 tonnes per year.

"The changes in the current sailing routes are essential if we are to remain competitive in the time ahead," says head of Logistics and emergency preparedness, Gunnar Breivik. He adds that reducing logistics costs is an important element in extending the lifetime of our operated fields, as logistics costs account for around 10 per cent of the operating costs for an installation.

#### **More cost-efficient, better for the environment**

This change is an important contribution to the work of making operations on the Norwegian shelf more cost-efficient and better for the environment. At the same time, the objective is a seamless change for the installations being supplied from these four bases. It has also been important for Statoil to maintain activity at all of the affected bases, but not necessarily the same type of activities as before.

Gunnar Breivik, head of logistics and emergency preparedness on the NCS.

The changes will result in more supply activity from Dusavik and Mongstad, and less from the bases in Florø and Ågotnes. However, Florø will become Statoil's dedicated base for pipes (casing), while Ågotnes will become the dedicated base for subsea equipment.

#### **Safeguarding employee interests**

The change in sailing route will mean a change in activity at the affected bases.

"Following up our employees is important for us, particularly at Ågotnes and Florø. We will be devoting ample time to find good solutions for each employee," says Gunnar Breivik. "At the same time, we must work closely with the base companies to see which measures we can initiate, either individually or together, to reduce negative effects."

"This could entail moving other activities that do not rely on supply boats, supporting initiatives in local/regional education, enhancing efforts in specialised areas where the bases already have an advantage, among other things."

"According to the plan, most of the effects will be implemented during the course of 2015, when we enter into new base contracts. However, we will take the time we need to put all the practical details into place."

Source: Statoil

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



**MULTRASHIP**  
TOWAGE & SALVAGE

**WWW.MULTRASHIP.COM**  
**+31 (0) 115 645000 (24/7)**

## **Banga's Caravel set sail Saturday**

Last Saturday evening did see the official unveiling of Hong Kong's newest shipping firm, the Caravel Group, run by former Noble supremo Harry Banga and his two sons. A lavish cocktail party at the Four Seasons will mark the start of the company, whose headquarters are in the Center in Wan Chai and which promises to be a very active player in dry bulk trades, owning, chartering and shipmanagement, the latter via Banga's acquisition of Fleet Management two

years ago. It is believed Banga will shortly announce his first raft of newbuilds. He told our sister site, Maritime CEO, two months ago of plans to own 12 ships and charter in up to 100 vessels within 12 months. **Source: Sino Ship News**



The **Lay Vessel North Ocean 105** arriving in Batam – **Photo : Capt. Jelle de Vries (c)**

## OSC to get loan to buy 4 VLOCs

Oman Shipping Company (OSC) this week signed an agreement with Bank Muscat and Bank Dhofar for a 137 million-rial loan to buy four very large ore carriers (VLOCs).

OSC had mandated Bank Muscat to arrange the debt financing facility to part-finance the acquisition of four VLOCs, which are the largest dry cargo vessels in the world with 400,000 dwt capacity each, the company said in a press release.

Bank Muscat, which is the mandated lead arranger, security agent and facility agent for the financing facility, will contribute 107 million rials while Bank Dhofar will provide 30 million rials. The financing facility is for a tenor of 12 years to be repaid in semi-annual instalments.

The new VLOCs are chartered to Vale International for 20 years. Vale has iron ore pelletising facilities at Sohar Port with a capacity to handle 9 million tonnes per year for exports to the Indian subcontinent and South Asian countries. Oman Ship Management Company, a subsidiary of OSC, is responsible for the management of the four VLOCs based in Muscat.

HE Dr Ahmed Bin Mohammed Bin Salim Al Futaisi, Minister of Transport and Communications and deputy chairman of Oman Shipping Company, Tariq Bin Mohammed Bin Sultan Al Junaidi, acting CEO of Oman Shipping Company, AbdulRazak Ali Issa, CEO of Bank Muscat, and Abdul Hakeem Omar Al Ojaili, acting CEO of Bank Dhofar, signed the financing agreement. Futaisi said: "The financing agreement comes within the scope of OSC's strategy to broaden relations with local partners to achieve the highest value for the national economy through the provision of shipping services to business partners in and outside the Sultanate. The agreement is a clear indication of the availability of viable financing facilities in Oman without the need to depend on external financing for major projects such as the acquisition of VLOCs which will contribute significantly to the growth of the company and implementation of its business plans."

AbdulRazak Ali Issa said: "Bank Muscat is grateful to the Government of Oman and the management of OSC for the confidence in the bank. Bank Muscat is focused on playing a prominent supportive role in projects that are of national importance and this association with OSC will further strengthen this approach." **Source: Oman Tribune**

## K Line in the black for the first half

Kawasaki Kisen Kaisha (K Line) reported a \$150.7m profit for the first half of its 2013 financial year, turning around from a loss in the same period a year earlier, but expects the second half to be more difficult. K Line reported a \$150.7m profit for the six-month period ended 30 September 2013, on revenues of \$6.2bn. K Line announced a slight



improvement in its forecast for the year ended 31 March 2014, forecasting a net income of JPY16bn (\$162m), compared to JPY14.5bn previously.

The revised forecast points to a poorer second half of the year for the company with it contributing just an additional \$12m. Explaining the forecast K Line said: "While on the one hand improvement is expected to earnings and expenses in conjunction with the market recovery for the dry bulk business, on the other hand the future of the European economy remains unclear and shipping rates have been lower than expected, even as new large vessels are coming online in the containership business." **Source: This Day Live**



### Maritime Manpower

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.



in f t

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl)

Your source for Manpower



Dockwise's **MIGHTY SERVANT 3** departing from the Australian Marine Complex, Henderson, south of Fremantle, Western Australia, on 02/11/2013 with a "light" load of a mobile wharf crane, containers and small modules bound for the huge Chevron Gorgon gas construction project at Barrow Island, off Western Australia's north-west coast.

**Photo : Chris Gee (c)**

## "MOL COMFORT" Casualty Update

Following the loss of the container vessel **"MOL COMFORT"**, ClassNK established a special Casualty Investigation Team in order to investigate and determine the cause of the casualty. Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) further established a Committee on Large Container Ship Safety to develop measures to ensure the safety of large container vessels on 29 August 2013. In addition to its independent investigation, ClassNK serves as members of the Committee and is actively involved in its deliberative and investigative work.

Based on both the results of its own independent investigation as well as the deliberations of the third meeting of the Committee on Large Container Ship Safety held on 28 October 2013, the ClassNK Casualty Investigation Team has released preliminary findings and safety measures resulting from the investigation as follows.

### Preliminary Findings

Based on the presence of water-ingress in the bottom of the vessel's midship at the outset of the casualty, the fracture in the vessel's hull is considered to have originated from the bottom part of the vessel. Hull strength and loads at the time of accident were assessed in order to investigate how the fracture occurred and progressed. Structural hull capacity was analyzed using non-linear finite element 3-hold modeling, and dynamic wave loads including whipping

effects were also analyzed. Weather, sea state and cargo loading condition data from the vessel's previous voyages are being investigated to estimate the loads acting on the vessel. In addition, structural inspections were conducted on the sister vessels of the **MOL COMFORT**.

During the inspections of the sister vessels, buckling type deformations measuring approximately 20mm in height were observed on the bottom shell plates in the vicinity of center line of midship area. However, it remains unclear at this stage as to whether this type of deformation could have served as a trigger for the casualty. Reinforcement work to increase the hull strength of the sister vessels is already being carried out as a preventative safety measure.

With cooperation from shipowners, structural investigations are also being carried out to determine whether similar deformations have occurred in large container vessels with designs differing from those of the **MOL COMFORT**.

Numerical analyses of hull strength and applied loads continue to be conducted in order to develop a more detailed understanding of the casualty and establish countermeasures to prevent the occurrence of similar casualties in the future.

### Safety Measures

Based on the preliminary findings noted above, the ClassNK Casualty Investigation Team has proposed the following safety measures be carried out on large container ships in order to prevent the occurrence of similar casualties.

- It is recommended that crew inspect the midship section to the extent possible in order to determine whether deformations have occurred on the bottom shell plates. At the request of shipowners, ClassNK will dispatch qualified surveyors to attend such inspections free of charge.
- If consecutive deformations in the transverse direction are observed on the bottom shell plates an occasional survey is recommended. ClassNK will dispatch qualified surveyors upon request.

The ClassNK Casualty Investigation Team will continue to work closely with the Committee on Large Container Ship Safety as it continues to investigate the MOL **Source: ClassNK**



The **CORAL LEAF** enroute Rotterdam – Photo : Ria Maat (c)

 <p><b>M3 MARINE GROUP</b> www.m3marine.com.sg</p>		<b>M3 MARINE OFFSHORE EXPERTISE</b> <ul style="list-style-type: none"><li>- Vessel Valuations</li><li>- FMEA Authoring &amp; Auditing</li><li>- DP Consultancy / Annual DP Trials</li><li>- IMCA CMID &amp; Dive System Audits</li><li>- OCIMF OVID Audits</li><li>- Pre-purchase Survey Inspections</li></ul>	<b>M3 MARINE OFFSHORE BROKERS</b> <ul style="list-style-type: none"><li>- Chartering (Time &amp; Bareboat)</li><li>- Sale &amp; Purchase (including Newbuildings)</li></ul>
		expert@m3marine.com.sg	mail@m3marine.com.sg

1 Commonwealth Lane #09-16, ONE Commonwealth Singapore 149544 Tel: +65 63274606



## Michelle van der Wees en Coen Bouhuys tot allereerste Young Maritime Representatives gekozen

Afgelopen donderdagavond, tijdens het **Maritime Awards Gala 2013**, zijn de **Young Maritime Representatives** bekend gemaakt. **Michelle van der Wees** en **Coen Bouhuys** zullen het komend jaar als ambassadeurs voor de maritieme sector aan de slag gaan. Jury-voorzitter en voorzitter van Nederland Maritiem Land, **Arie Kraaijeveld**: "Met de YMR's geven we een gezicht aan de toekomst, innovatie en kansen die onze sector biedt. Michelle en Coen pasten allebei perfect in het profiel, zodat we beiden hebben laten winnen." Het Maritime Awards Gala 2013 gold ook meteen als officieel startschot voor de Maritime Week.



**Michelle van der Wees** studeert voor Maritiem Officier aan de Rotterdam Mainport University en **Coen Bouhuys** is vierdejaars Maritieme Techniek aan de TU Delft. In de laatste ronde stonden ook **Kevin Rijndertse** (vierdejaars Stuurman alle Schepen, Instituut de Ruyter) en **Lester Verhoef** (derdejaars Logistiek & Technische Vervoerskunde, Rotterdam Mainport University) op de shortlist.

**Arie Kraaijeveld**: "Via deze Young Maritime Representatives willen we jongeren met de maritieme sector in aanraking brengen. Niet alleen via enthousiaste presentaties, maar

ook bijvoorbeeld via social media. De komende jaren willen we investeren in studenten met een veelbelovende toekomst in onze sector." De jury van de Young Maritime Representative 2013 bestond naast **Arie Kraaijeveld** uit **Willem Bijleveld** (directeur Scheepvaart Museum), **Jasper Groen** (secretaris Stichting Zeilschip Eendracht), **Gerrit Peekstok** (voorzitter Jong Havenvereniging) en **Hans Voorneveld** (voorzitter VNSI). Zij beoordeelden alle kandidaten op maritieme affiniteit, creativiteit en passie.

Onder het motto 'Samen welvarend' wordt van 31 oktober tot en met 9 november 2013 de maritieme sector in de schijnwerpers gezet. Tijdens de derde editie van de Maritime Week wordt de aandacht op het innovatieve karakter, de gezonde handelsgeest en de duurzame focus van de sector gevestigd. Keppel Verolme is Silver Partner van de Maritime Week 2013. Meer informatie via: [maritimeweek.nl](http://maritimeweek.nl)

## CASUALTY REPORTING

### B.C. ferry runs aground at Mayne Island



A B.C. ferry with two passengers and 20 crew members on board collided with a dock Saturday at Mayne Island in the Gulf Islands, as severe weather walloped the area. Capt. Colin Henthorne, a spokesman for the Joint Rescue Co-ordination Centre in Victoria, said they received a call that the **Queen of Nanaimo** had run aground near Village Bay around 10:45 a.m. The Coast Guard was deployed, as well as fire trucks and ambulances, however no one was injured. Source : [vancouversun](http://vancouversun)



## NAVY NEWS



The Russian Navy Kashin Class Destroyer, " **SMETLIVY** ". Built in the 60s, seen arriving in Malta for a 3 day visit. **Photo : Gaetano Spiteri ©**

## SHIPYARD NEWS



At the Huisman premises in Schiedam the 400 tons crane was installed onboard the **SEVEN WAVES**

**Photo : Capt. Jan Plug ©**

# The power of innovation: 100th offshore ship design from ULSTEIN



**ULSTEIN's** latest design contract for Vroon Offshore Services pushes the total number of offshore ship designs sold from the firm past the 100 mark. This milestone has been achieved in just 14 years, with 74 of the contracts signed for the company's trailblazing X-BOW® design, launched in 2005.

The numbers behind that 'headline hundred' are a testimony to the firm's versatility and proven collaborative approach: in total 25 different ship owners have ordered ULSTEIN designs, with 16 different shipyards building the

vessels. 62 have been built at yards worldwide, while 38 have been built at ULSTEIN's own yard, Ulstein Verft, on the west coast of Norway.

The latest contract on two PX121 PSVs (ship numbers 100 and 101) that was ordered by Vroon Offshore Services (Netherlands), will be constructed at COSCO (Guangdong) shipyard in China.

The vessels are destined for European waters, and managing director in Vroon Offshore Services, Jan-Piet Baars, comments: «The PX121 design is part of the



new generation of PSVs and it will offer, especially in harsher environments, a unique combination of world class client service delivery, high efficiency and impressive crew comfort.»

Tore Ulstein, Deputy CEO of Ulstein Group, believes the firm's current success, and future promise, is grounded in an industry heritage rich in hands-on experience and technical expertise.

"ULSTEIN has close to 100 years of experience in shipbuilding," he comments. "We also have ownership interests in, and shipping expertise from, vessels delivered from Ulstein Verft. In many ways having our own yard has been the foundation for our design success. This is where the prototypes often has been constructed, allowing us to bring in customers and show them how our concepts are transformed from drawings into unique, innovative vessels."





The **SEA FORTH** anchored off Singapore recently – Photo : Piet Sinke ©

Although ULSTEIN's latest designs were introduced in 1999, the company has a history of developing ship designs that stretches back to the beginning of the 70s (its UT-designs, later sold out of the group, made an early impression). The first of the new generation, the multifunctional anchor handling vessel (AHTS) 'Olympic Hercules', was delivered in 2002. However, 2005 was the year that the global shipping market really 'woke up' to the power of ULSTEIN designs.

2005 marked the launch of the X-BOW®. This revolutionary design, first seen on the AHTS 'Bourbon Orca', reduces movements and eliminates wave slamming and bow impact, stabilising the work platform and improving comfort on board. The unique lines of the hull create tangible performance benefits, with positive effects on fuel-efficiency, speed, and motions, which extend the operational window, especially under poor weather conditions and in rough seas. Test results show that the shape of the hull reduces power consumption by 7-8 per cent compared to vessels with conventional hull lines.

The success of the concept is not only reflected in its sales figures, but also its critical reception. Following on from the delivery of the 'Bourbon Orca' in 2006, X-BOW® vessels have been nominated for, or have won, the 'Ship of the Year' Award in almost every year of competition. In 2013 ULSTEIN's inspection/maintenance/repair (IMR) vessel 'Seven Viking' received the prestigious prize.

Tore Ulstein is quick to acknowledge that the head office's Norwegian location pays real dividends for the business.

"Norway has a population of only five million people, but it has the second largest offshore fleet in the world," he notes. "The Norwegian maritime cluster is renowned for the way its companies are able to collaborate closely in the innovation processes, while the geographical distance between players is small. The naval architects, product developers and ship designers in ULSTEIN cooperate with, for example, shipowners, suppliers, classification societies and state authorities in order to develop and improve our designs. Together we are all focusing increasingly on comfort, health, safety and the environment. The result of this is new and improved solutions that deliver real benefits to the market."

Concluding, Tore Ulstein says he is grateful to all the stakeholders that have helped the company achieve its business landmark: "We have sold 100 designs since 1999 and I want to thank everyone that has contributed to the successful development of our design portfolio. Looking back, this is an important milestone for us, while looking forward it is an inspiration for us to continue developing competitive, exciting designs for the future." All of the 100 offshore designs have been developed by ULSTEIN's design company in Ulsteinvik. The team's specialisms include design concepts for vessels in seismic, offshore construction, IMR and standby/rescue work, as well as PSVs and anchor-handling vessels. In addition, ULSTEIN's design company in the Netherlands has developed close to 20 vessels for heavy offshore operations. Among these is the '**Seven Borealis**', which was nominated for the 'Ship of the Year' 2012 Award by Offshore Support Journal.

## Daewoo Shipbuilding & Marine Engineering fined for 'unfair trade practices'

South Korea's **Daewoo Shipbuilding & Marine Engineering (DSME)** has been fined KRW26.7 billion (USD25 million) for undertaking what the Korean Fair Trade Commission (KFTC) said on 30 October was "unfair trade



practices". The fine is thought to be one of the largest imposed on a defence contractor in South Korea and signals the latest in a series of cases in which the KFTC has accused local defence companies of wrongdoing in business activities. A statement by the KFTC said the fine had been imposed on DSME due to its alleged unilateral cutting of prices in deals with 89 local subcontractors in 2008-09. **Source: Janes**

## CSBC delivers EVER LINKING (9,200 teu)

The **Evergreen Group** has taken delivery of the UK-registered 9,200 teu vessel **EVER LINKING**. The ship is the 16th of 30 units in the carrier's series of new L-class ships and the second vessel of the series that was built at CSBC Kaohsiung in Taiwan.



Evergreen had decided to split the 30-strong series of new L-class ships between the South Korean yards Samsung Heavy Industries (20 ships) and CSBC Kaohsiung (10 units).

The new vessel follows the **EVER LIVING**, delivered in September as the first CSBC-built ship of the type.

Evergreen will phase the **EVER LINKING** into its 'CES' Far East to Northern Europe service, where several of the new L-class units are to replace the last remaining 7,024 teu Evergreen S-class ships.

The new L-type vessels were the largest container ships in Evergreen's fleet until the recent delivery of the 13,900 teu

**THALASSA HELLAS**, the first of a series of ten ultra-large ships that Evergreen is to charter from the Greek non-operating owner Enesel.

Initially, Evergreen had been very conservative when it comes to newbuilding orders. For years, the carrier had the smallest order book of any major container line and it refrained from ordering ultra-large vessels when many of its rivals opted for +13,000 teu ships. In 2010 and 2011 Evergreen finally embarked on a 30 ship newbuilding program, which it topped up in 2012 with a deal with Enesel for even bigger ships. **Source : Linervision**

## Pella shipyard (Leningrad region) dispatched six tugboats to Vladivostok

The unique operation for the loading of six tugboats on board of the vessel HHL Lagos of specialized company Hansa Heavy Lift (Germany) has successfully completed.

The unique operation for the loading of six tugboats on board of the vessel HHL Lagos of specialized company Hansa Heavy Lift (Germany) has successfully completed. The tugboats will be transferred to Vladivostok through the Northern Sea Route. The loading lasted for more than a week. The ferry trip to deliver tugs will take approximately 30 days.

Six tugboats as follows two marine tugboats of project PE-65 "MB-92" and "MB-93" (building NoNo 503 and 504) and four tugboats of projects 16609 "RB-402", "RB-403", "RB-404", "RB-405" (building NoNo 621, 622, 623, 624) were built at shipyard "Pella" in 2013. Before the end of the year the vessels will be put into operation within Russian Navy Pacific Fleet.

The total weight of six tugboats reached 3 000 tons. To provide the loading of the tugboats from the water the shipyard "Pella" has manufactured a special lifting devices those were fastened under water by divers, and the tugboats were secured on the deck of the vessel with the help of a special metal structures (keel blocks). It needed 200 tons of metal to produce the keel blocks.

The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well.

Technical data of project PE-65: length max – 34.4 m, width max – 12.1 m, draught – 4.4 m, speed – 13.5 knots, classification - KM Arc4 R1 Aut1 FF3WS EscortTug by Russian Maritime Register of Shipping, full load displacement – 860 t.

Technical data of project 16609: classification - KM Arc4 R2 Aut1 FF3 WS Tug by Russian Maritime Register of Shipping, length max – 28.5 m, width max – 9.5 m, draught – 4.3 m, speed – about 12 knots.

Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. **Source :** PortNews

## **ROUTE, PORTS & SERVICES**



**MONSTER AAN VOOR EEN WERELDBAAN**

Via [crewing@redwise.nl](mailto:crewing@redwise.nl) of 033-421 7860

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

Follow us!

[Twitter](#) [Facebook](#) [LinkedIn](#)

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

## **Maersk: How we're MAXimising trade in Brazil**

In Brazil, our 16 SAMMAX vessels show how a tailor made container vessel can help a country make the most of its trade opportunities. In Brazil, shallow water ports and lack of sufficient container terminals have prevented large container ships from calling the ports. Instead, ports were clogged with smaller vessels spending too much time getting in and out and carrying too little cargo. Inefficiencies like that have knock-on effects: the longer a vessel spends in port, the greater the transport costs and the higher the CO2 emissions. This has a detrimental impact on trade in the region, affecting the ability of local businesses and their dependants to prosper and grow.

Why ship size matters for Brazil

Maersk Line's 8,600 TEU vessels – the SAMMAX (South America Max) – carry more than twice as much cargo as the previous Maersk ships deployed on the route between South America and Europe. What makes the SAMMAX ship different is not just its size it's the fact that it's been designed to overcome the limitations of shallow water ports and constrained port capacity in Brazil.

This means that every time a SAMMAX vessel calls a Brazilian port, it delivers more containers, and it delivers them faster. This helps speed up port productivity. In the port of Santos alone, the ship design makes SAMMAX vessels able to offer the community an increased trade potential worth up to USD 1.4 billion every year.

SAMMAX by the numbers +72% containers per vessel call – 8,600 containers (TEU) in total (compared to the previous 3,200 TEU Maersk vessels on the same route) 10% higher fuel efficiency compared to other new vessels of the same size and vintage **Source: Maersk**

## **Jaya reports net profit of US\$7.6 million for the first quarter ended 30 September 2013**

Leading offshore energy services provider, Jaya Holdings Limited has reported consolidated revenue of US\$29.6 million and net profit of US\$7.6 million for the financial quarter ended 30 September 2013, the company said in its press release. The Group's revenue for the quarter under review was US\$ 29.6 million. Excluding the vessel sale, the quarter's revenue was 12% higher than the previous corresponding quarter. This was due to improved charter utili s

ation of 91% compared to 84% in the previous corresponding quarter, on the same fleet size of 28 vessels. The Group's net profit for 1 Q FY2014 was US\$ 7.6 million. Excluding non-recurring items and gain from a vessel sale, this quarter's Net Profit was 15% higher than that of the previous corresponding quarter.

In July and September respectively, the Group completed two high specification, 5500 DWT PSVs "Jaya Valour" and "Jaya Vigilant" on time and within budget. The vessels went on-hire on long term charters immediately upon delivery. Jaya Vigilant was customised with a 50 ton subsea crane with active heave compensation for service in water depths of up to 3,000 metres. Both sister ships have been upgraded with highly versatile under deck cargo capacity, enhanced passenger facilities and excellent station keeping in mind.

Commenting on the results, CEO Mr Venkatraman Sheshashayee said, "Our shift in focus to long-term charters of our fleet, delivering high quality, customised services to our clients has paid off and we are pleased to report a sustained strong charter utilisation of 91% for the first quarter FY 2014. Jaya has also successfully expanded its footprint to new markets in Mexico and East Africa, Mozambique." Across all of South East Asia, the Middle East and West Africa jack up and floater demand is stronger than a year ago, which has supported demand for Offshore Supply Vessels (OSVs). The re-development of existing fields already on line to raise recovery and production levels is gathering pace, especially in SE Asia and in Mexico. Older, shallow water fields are being stimulated to produce more oil and gas in Brunei, Malaysia and other markets. This trend towards the re-development of fields is likely to continue. Further, the continuing deepwater discoveries in West and East Africa will buttress demand for OSVs in those markets for years to come.

CEO Mr Venkatraman Sheshashayee said, "We are approaching the monsoon season in SE Asia, during which time offshore activity typically decreases. We expect to maintain our charter utilisation at a healthy level for 2Q FY2014. Against the backdrop of strengthening demand for specialised OSVs and services due to deepwater drilling and the need to stimulate production from older shallow water fields, Jaya has seen both utilisation and day rates improve. Our strong chartering order book of US\$255 million will provide a strong recurring and sustaining stream of revenue for the Group. This is an increase of 30% compared to a year ago."



The **CPO ITALY** outbound from Amsterdam – Photo : Simon Wolf (c)

## Swiber announces acquisition of shares in Pape Indonesia

The Board of Directors of **Swiber Holdings Limited** and together with its subsidiaries announces, that PAPE Engineering Pte. Ltd. ("PAPE"), an indirect wholly-owned subsidiary of Swiber, had acquired 2,000 shares of IDR1,000,000.00 each, representing 80% equity interest in the share capital of PT PAPE Indonesia, a company incorporated in Indonesia, for a total cash consideration of IDR2,000,000,000.00 by way of acquisition from its existing shareholders and the subscription of new shares, the company said in its press release.

Following the acquisition, PT PAPE became a subsidiary of PAPE. PT PAPE is principally engaged in oil and gas engineering support services in Indonesia.



The Acquisition was funded through internal resources and is not expected to have any material financial impact on the consolidated net tangible assets per share and consolidated earnings per share of Swiber and its Group for the current financial year ending 31 December 2013, and does not constitute a discloseable transaction under Rule 1010 of the Singapore Exchange Securities Trading Limited's Listing Manual.

## MARITIEME SECTOR TOONT VEERKRACHT DOOR SAMENWERKING EN INNOVATIE OP MARITIME AWARDS GALA

De vijf belangrijkste maritieme prijzen voor reders, scheepswerven, studenten, ontwerpers en toeleveranciers zijn donderdagavond 31 oktober tijdens het Maritime Awards Gala 2013 uitgereikt. Gastvrouw Anita Witzier maakte samen met de juryvoorzitters de winnaars bekend ten overstaan van 900 maritieme professionals, politici en de pers in De Broodfabriek in Rijswijk. De sector houdt in economisch zware tijden de rug recht en de concurrentie buiten de deur door te innoveren en samen te werken. De winnaars zijn inspirerende voorbeelden van die innovatiekracht en tonen de meerwaarde van het Nederlandse maritieme cluster.

De vijf maritieme prijzen zijn uitgereikt aan: **Heerema Marine Contractors** met constructieschip **Aegir** (KVNR Shipping Award), binnenvaarttanker **Greenstream** van **Peters Shipyards** (KNVTS Schip van het Jaar prijs), de Collaborative Design Tools **van Jan van der Zee** (VNSI Wim Timmersprijs), **Kranendonk Production Systems BV** met het Edge **Preparation System** (HME Maritime Innovation Award) en **LTZT 3 Jordy van de Mheen** (Koninklijke Marine Van Hengel-Spengler prijs).



### Aegir: het grootste Zwitsers zakmes ter wereld

Constructieschip Aegir, bij Heerema Marine Contractors (HMC) het Zwitsers zakmes genoemd, legt op twee manieren pijpen in ultradiep water en combineert dit met zwaar hijs- en constructiewerk. Het schip van 50.000 ton is zowel imposant in omvang als in prestaties. De Aegir is uitgerust met een kraan die tot 4.000 ton kan tillen en lasten tot 3.500 meter onder de waterlijn kan laten zakken. Daarmee steekt de Aegir volgens de jury met kop en schouders boven de andere nominaties uit en werd unaniem als winnaar van de KVNR Shipping Award 2013 gekozen.

Tineke Netelenbos, voorzitter van de Koninklijke Vereniging van Nederlandse Reders (KVNR) en juryvoorzitter KVNR Shipping Award: "Met vijf genomineerden in 2013 laten de Nederlandse reders zien dat ze ook in economisch moeilijke tijden een schone en zuinige scheepvaart willen. De Aegir van Heerema zit in de categorie uitzonderlijk innovatief, waarbij de aandacht voor het milieu zeer groot is. Met het hoofdkantoor, gevestigd in Nederland, geeft dit bedrijf ook een grote impuls aan werkgelegenheid en kennis. De officieren op de Heerema-vloot zijn daarbij vooral Nederlands en hoog opgeleid."

### Milieuvriendelijke en comfortabele binnenvaarttanker

De jury van de KNVTS Schip van het Jaar prijs heeft de Greenstream van Peters Shipyards uitgeroepen tot Schip van het Jaar 2013. De binnenvaarttanker, die sinds het begin van dit jaar voor Shell Nederland vaart, gebruikt uitsluitend LNG (vloeibaar aardgas) voor de voortstuwingsinstallatie en het hulpbedrijf. Dit zorgt voor een aanzienlijke reductie

van emissies: twintig tot vijftientwintig procent minder CO<sub>2</sub>, ruim tachtig procent minder NO<sub>x</sub> en nagenoeg in het geheel geen emissies van SO<sub>2</sub> en roetdeeltjes (fijnstof). De verblijven voor de bemanning en het stuurhuis staan op het voorschip, ver weg van de machine-installaties. Dat is niet alleen veiliger, maar ook een stuk comfortabeler. De bijzondere vormgeving en groene kleur zorgen er bovendien voor dat de Greenstream niet alleen een innovatief schip is, maar er ook zo uitziet.

### **Nieuwkomer Koninklijke Marine erkent jong talent**

In het jaar dat de Koninklijke Marine 525 jaar bestaat, is voor het eerst de Van Hengel-Spengler prijs uitgereikt. De prijs is ingesteld voor de beste operationele innovatie door jonge studenten. LTZT 3 Jordy van de Mheen (23 jaar) mag zich de eerste winnaar van deze prijs noemen. Van de Mheen heeft de Submarine Power System Design Tool (SPSDT) ontworpen met een unieke Graphical User Interface. De tool kan (dieselelektrische) onderzeebootprestaties vergelijken voor verschillende energie opslag systemen.

Admiraal Matthieu Borsboom, Commandant Zeestrijdkrachten reikte op het Maritime Awards Gala de prijs uit: "Ik ben blij met de hoge kwaliteit van de inzendingen. Het zegt heel veel over waar we als organisatie staan. De Van Hengel-Spengler prijs is een nieuwe prijs die we speciaal hebben opgericht om kwaliteit en innovatie onder jong talent te stimuleren. Deze gedachte past helemaal bij de marine. Daarbij sluit het naadloos aan bij ons jubileum 525 jaar Koninklijke Marine dat het thema innovatie draagt."

### **Jonge ontwerper laat ingewikkelde systemen met elkaar praten**

De winnaar van de VNSI Wim Timmersprijs is Jan van der Zee met zijn 'Collaborative Design Tools'. Hij bedacht een systeem waardoor ingewikkelde ontwerpprogramma's al vroeg in het proces met elkaar kunnen 'praten'. Van der Zee bracht een koppeling tot stand tussen een scheepsindelingsmodule en een Computer Aided Design-systeem. Deze koppeling verkort de benodigde tijd voor het opzetten en bijhouden van tekeningen in het aanbiddingstraject en maakt het mogelijk kritische analyses, zoals lekstabiliteitsberekeningen, veel eerder in dat traject te kunnen uitvoeren. Door op een slimme manier gebruik te maken van nieuwe softwaremogelijkheden heeft Van der Zee aangetoond dat ontwerpers hun proces aanzienlijk kunnen versnellen en verbeteren.

### **Kranendonk al jaren voorloper in innovaties**

Kranendonk Production Systems BV sleept met het 'Edge Preparation System' de HME Maritime Innovation Award in de wacht. Het Edge Preparation System zorgt voor een uiterst nauwkeurige afronding van staalplaten. Hiermee levert het bedrijf een oplossing voor scheepswerven om te kunnen voldoen aan de IMO PSPC-regelgeving voor beschermende coatings voor ballasttanks. De ontwikkeling van dit soort pionierende scheepsbouwautomatisering zet Nederland als innovatief scheepsbouwland op de kaart. Daarbij draagt de ontwikkeling van het Edge Preparation System bij aan het concurrentievermogen en de innovatieve uitstraling van de Nederlandse maritieme sector. De toepasbaarheid in de praktijk, financiële potentie en een juiste timing leiden ertoe dat het 'Edge Preparation System' vrijwel unaniem werd verkozen tot winnaar van de HME Maritime Innovation Award 2013.

### **Jongeren enthousiasmeren jongeren**

Met de opening van het Maritime Awards Gala door Pim van Gulpen, voorzitter Stichting Maritieme Prijzen, is ook de Maritime Week 2013 officieel geopend. Onder de vlag 'Samen welvarend' wordt van 31 oktober tot en met 9 november 2013 de aandacht gevestigd op het innovatieve karakter, de gezonde handelsgeest en de duurzame focus van de sector.

Arie Kraaijeveld, voorzitter Nederland Maritiem Land, maakte aansluitend de eerste Young Maritime Representative bekend. Of liever gezegd de eerste twee. Michelle van der Wees en Coen Bouhuys overtuigden allebei zo sterk met hun enthousiasme en passie, dat de jury hen beiden heeft benoemd tot Young Maritime Representative van deze eerste editie. Komend jaar treden zij op als boegbeeld van de maritieme sector om andere jongeren te enthousiasmeren.

### **Organisatie**

Het Maritime Awards Gala wordt georganiseerd door de Stichting Maritieme Prijzen. Hierin zijn Scheepsbouw Nederland (Vereniging Holland Marine Equipment en VNSI), KVRN, KNTS, NISS en de Koninklijke Marine vertegenwoordigd. De hoofdsponsors van het Maritime Awards Gala 2013 zijn NNPC, IHC Merwede, Damen Shipyards, Wärtsilä Netherlands, Europort, Navingo en Nederland Maritiem Land.

Het Maritime Awards Gala 2014 vindt plaats op donderdag **6 november 2014**.

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



Thursday 24 October 2013 at Cosco's yard in Qidong, Nantong, Jiangsu, China. The SapuraClough Offshore vessel under construction is the **SapuraKencana 3500**, a Heavy Lift Pipelay Vessel. The vessel has a pipelay capacity of 6" - 60", accommodation for 300 personnel and is equipped with a 3500MT main crane and helideck. Its design was developed by Ulstein Sea of Solutions. More specifications can be found at [://www.seaofsolutions.nl/wp-content/uploads/2012/07/Datasheet-Sapura-3500.pdf](http://www.seaofsolutions.nl/wp-content/uploads/2012/07/Datasheet-Sapura-3500.pdf) . Photo : Pieter van Stein – Keppel Smit Towage ©

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

## UNSUBSCRIBE / UITSCHRIJF PROCEDURE

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

Om uit te schrijven klik (Nederlands) of bezoek de inschrijvingspagina op onze website.

[://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL)