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The SLOMAN HERMES inbound for Amsterdam leaving the IJmuiden locks – Photo : Piet Sinke (c)
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HAL's **PRINSENDAM** visited Haifa and above seen departing from this port

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It's Lonely at the Top, Especially in Interesting Times

In March 1963 the minutes of a meeting at Blue Funnel, arguably the Maersk of its day, noted that containers were probably not required substantially for 10 years. Later in the year the head of cargo handling followed up with a paper arguing that 3,000 miles was the limit for viable containerisation. Meanwhile Malcolm Maclean was setting up Sealand.

History Lessons

Although this sounds like management myopia, in the 1960s things were not as clear as they look with hindsight. Liner shipping was being crushed by the massive cost of handling a mix of small parcels, unit loads and minor bulks like forest products. Palletisation, containerisation, ro-ros and LASH all offered potential solutions and dealing with cargoes that would not fit into containers was a big worry. In the end containers swallowed the containerisable cargo and the rest ended in specialist carriers. But it was a massive change.

20 TEU Vision

Fortunately these seminal turning points don't happen often - companies are lucky (or unlucky) to hit one in a lifetime. But when they happen, the decisions are agonising. The misjudgements made by Blue Funnel illustrate three points. Firstly when companies arrive at the crossroads, the track ahead is not clear because there is no track - they have to make it. Secondly containerisation needed a new organisation and capital investment which made the existing system obsolete. How many chairmen can cope with that? Thirdly, being biggest does not help. Blue Funnel had a cargo liner fleet to worry about. Much easier to be Mr Maclean with a blank sheet of paper.

50 Years Later



The **MOL MOTIVATOR** approaching a whale off Victoria BC – **Photo : Josephine Leder (c)**

Today container companies, with a fleet of 5,137 ships worth \$100 billion, are still struggling with the track ahead. The business is maturing and in 2009 trade declined for the first time. And despite its key role in the global economy, liner companies suffer from patchy returns from asset heavy balance sheets. How can corporate boards escape from this trap? The current strategy is to grow out of trouble by investing in much bigger ships. The average size of containership delivered has edged up over the years, from less than 1000 TEU in the early 1970s to 3300 TEU in 2006 (see graph). Since then there has been a great leap to 6600 TEU and the biggest ship has jumped from 8,400 TEU to 18,270 TEU. Meanwhile trade which grew at 10% pa in the last decade has edged back to 4-7% pa.

Big, But is it Beautiful?

So, as Blue Funnel found 50 years ago, it's tough at the top. In the end they set up the OCL consortium with three other liner companies, made some highly speculative bulk shipping investments, and gradually faded away. Is there a moral to the story? Well, in interesting times, shipping businesses should worry less about ships and focus on the basic reason why they're there - better, cheaper transport. Of course ships are part, but not the heart, of that strategy. Have a nice day. **Source: Clarksons**

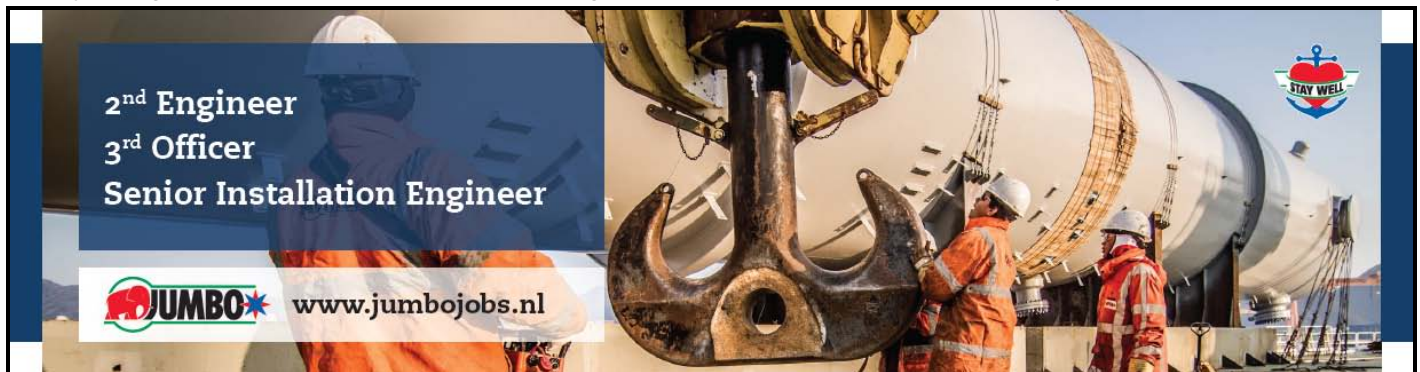


Crowley's **HAWAII** arriving alongside Heerema's **AEGIR** with barge loaded with a reel
Photo : Robin van Singerwood (c)

Rapport 'Dodelijk slachtoffer bij afmeren in sluis' gepubliceerd

De Onderzoeksraad constateert dat de rederij de risico's van het werken met trossen niet voldoende onderkend heeft. In het veiligheidsmanagementsysteem en de risico-inventarisatie en -evaluatie (RI&E) ontbraken de juiste procedures voor het werken met trossen. Ook waren de gevarenczones aan boord van de **Flinter Aland** niet beschreven, en had de rederij de bemanningen niet geïnstrueerd over het juiste gebruik van trossen bij het afmeren.

Uit het onderzoek is verder gebleken dat de procedures ten aanzien van de te voeren communicatie aan boord niet volledig werden nageleefd. Dit heeft tot gevolg gehad dat de bemanning op het voorschip de bandrem van de lier te vroeg aandraaide. De Onderzoeksraad constateert bovendien dat de Arbobladen, die uitgegeven zijn door werkgevers (de Koninklijke Vereniging van Nederlandse Reders, KNVR, en werknemers (de vakbond Nautilus International) nog niet zijn aangepast aan nieuwe inzichten van de gevarenczones van trossen. [klik om het gehele rapport te downloaden](#)



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The Dutch pilot cutter **POLARIS** outbound passing the Paddestoelen at the end of the Hoek van Holland breakwaters
Photo : Jan Simons ©

Why scrapping activity remains negative for crude tankers

Scrapping activity does affect supply, but it's best used as an assessment of the immediate to short-term fundamental outlook. The rate at which companies scrap ships often reveals whether the shipping industry is facing excess capacity. When excess capacity pressures the shipping industry, firms will often retire older ships to relieve pressure on costs and increase cash flow. So rising or elevated shipping scrappage reflects a short-term negative outlook for shipping companies. Ship scrapping data is released weekly by IHS Global Limited. From October 18 to October 25, the crude tanker industry scrapped one vessel. Based on the average past eight weeks of data, scrapping activity stood unchanged from last week at 1.38. The rolling average data indicator is negative, because it likely points to current or

expected short-term weakness in shipping rates. While recent developments have been encouraging, we remain in wait-and-see mode to see whether scrapping activity can continue to drop and stay low. If it does, we would likely see higher industry profitability ahead.

Interpreting scrapping activity

Even though scrapping does support rates from falling further, and companies as well as analysts often point to the pool of old ships that can be scrapped, rising scrappage more or less reflects low rates that are pressuring companies to relieve industry oversupply. Since companies will try to employ vessels as long as they can if rates are high enough to make profits, investors should interpret rising scrappage as a negative, while falling scrappage is positive.

The past four weeks of data have been positive, but caution is necessary, as scrapping activity just rose. This could depict a negative short-term outlook for shipping companies that operate a crude tanker business. These include Frontline Ltd. (FRO), Teekay Tankers Ltd. (TNK), DryShips Inc. (DRYS), and Nordic American Tanker Ltd. (NAT). This also applies to the Guggenheim Shipping ETF (SEA). **Source: Market Realist**

Zwarte Pietenmiddag

In het Nationaal Reddingmuseum is van alles te beleven en te doen, Zelfs in elk seizoen!



Zomers meevaren op een historische reddingboot, de windtunnel of leren wie Dorus Rijkers nu was, Zelf sturen op de simulator, het Heldenspel of verkleiden als redder met een echte oliejas! Maar wist u ook al dat het museum leuke kindermiddagen heeft? Dan organiseren we een middag zodat uw kind het museum extra bijzonder beleeft!

Woensdagmiddag 20 november van 14u tot 16.15u is er een Zwarte Pietenmiddag voor kinderen die tussen de 4 en de 10 jaar oud zijn, Dan gaan de kinderen het gestolen snoepgoed proberen te redden en hopelijk komen er ook nog wat Zwarte Pieten tevoorschijn!

De middag is helemaal op kinderen gericht, En papa en mama's kunnen nu mooi inkopen doen want het museum blijft voor hen dicht!

Om teleurstellingen te voorkomen is het verstandig op tijd kaartjes te reserveren, Zodat niemand onverrichte zake naar

huis hoeft terug te keren. Een kaartje van €3,- voor deze middag is bij de kassa te koop, En de kinderen krijgen nog wat leuks mee na afloop!

Reserveren: @reddingmuseum.nl of tel: 0223-618320 (ma t/m vrij tijdens kantooruren telefonisch bereikbaar)

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The **LEWEK CENTURION** moored in IJmuiden – Photo : Willem Koper ©



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Maersk Four Rate Rises Fail to Spread as Demand Falls

Global container-shipping operators' efforts to boost freight rates this year are failing to bring results because of overcapacity and weak demand.

That may undermine the recent rise in container-shipping stocks after second-quarter industry results were better than expected, according to Robin Bye, an analyst at Cantor Fitzgerald Europe in London. The industry's traditional peak season in the third quarter probably will disappoint, he added.

The world's biggest container lines, including A.P. Moeller-Maersk A/S (MAERSKB), CMA CGM SA and Mediterranean Shipping Co., have been trying to push up freight charges after fees between Asia and Europe fell to an 18-month low in June. Maersk, the largest, announced four increases in five months. A proposed multi-carrier pooling alliance, a spate of mergers and a move to mothball older ships are all failing to bring the industry back into balance amid subdued demand and a glut of new ships. "I think we'll see at least a stall in the stock rally," Bye, who has a hold rating on Maersk's shares, said in a telephone interview. "I think they've probably overanticipated a big boom in global trade. There's a lot of capacity around. That suggests rates are going to be under some pressure."

The industry has yet to recover from a downturn, now in its fifth year, as carriers struggle with overcapacity after a boom in ship orders collided with the global financial crisis, triggering a record slump in world trade.

Rising Earnings

Investor sentiment toward ocean carriers was boosted after earnings per share in the industry were 20 percent more on average than analysts' expectations in the second quarter. Seven of the 15 companies reporting results in the Bloomberg Industries container shipping peer group beat estimates.



The **TANGIER** photographed in Gibraltar Eastern Anchorage on 18th October prior to starting the service and is ex **MAERSK TANGIER**. Photo : Chris Brooks - ShipFoto.co.uk ©

At the same time, the euro area's emergence from a record-long recession in the second quarter helped boost equities. The MSCI World Index rose 7.6 percent in the three months through yesterday. That compares with a 14 percent increase in the Bloomberg Industries container shipping index. South Korea's Hyundai Merchant Marine Co. climbed 25 percent, Maersk's B shares posted a 23 percent gain and Hanjin Shipping Co. rose 17 percent.

Having suffered a decline in rates during the previous 12 months, carriers orchestrated a "remarkable" turnaround at the beginning of July even as market fundamentals remained adverse, according to Rahul Kapoor, a Singapore-based analyst at Drewry Maritime Equity Research. In the week ending July 4, the rate to ship a 40-foot equivalent unit container, or FEU, from Asia to Europe jumped 165 percent from the lowest level since December 2011, according to World Container Index data.

Asia-Europe

Since then, charges have weakened. The average global rate to ship an FEU fell 7.9 percent to \$1,665 for the week ending Sept. 26, the third straight weekly decline, WCI data showed. The drop was led by the Asia-Europe route, with the fee from Shanghai, China's busiest port, to Rotterdam, Europe's biggest, falling 19 percent to \$1,703. That rate has fallen 41 percent from \$2,881 on Aug. 8, the highest in almost a year.

"I think the stocks have got ahead of the fundamentals," Kapoor said in a telephone interview. "The sharp up move and early signs of weakness emerging in the sector could see the container shipping stocks rally stall in the near term."

Maersk, the Copenhagen-based owner of the world's largest shipping line, and Neptune Orient Lines Ltd. were among companies reporting better-than-expected second quarter earnings. Maersk Line reported a doubling of second-quarter net income to 2.5 billion kroner (\$453 million) even as revenue declined 10 percent as cost cuts countered the decline in freight rates. It also raised its full-year forecast.

Rate Volatility

"The main cause of freight rate volatility stems from the weakest of the Asian container lines, which are cutting prices the most when they lose market share," Maersk Chief Executive Officer Nils Smedegaard Andersen said in a Sept. 26 interview. "There will be overcapacity in the market for a long time" and "this market will remain very tough and very volatile."

The spot rate to ship a 20-foot equivalent unit, or TEU, to northern Europe from Far East Asia is currently \$765 per box, down from \$1,501 at the beginning of August, Alphaliner said, citing Shanghai Containerized Freight Index data. It could fall to \$500 per TEU in the next few weeks, the Paris-based industry consultant said in an e-mailed note distributed yesterday. Maersk said yesterday it planned to increase its rate to ship a TEU between Far East Asia excluding Japan and northern Europe and the Mediterranean by \$950 on Nov. 1, compared with an announcement last month to raise it by a minimum of \$600. It already had increased the charge on July 1, Aug. 1 and Sept. 1.

"Maersk Line continues to face unsustainable market rates and the rapid decline of rates in the past few weeks has made it apparent that the previously announced increase of \$600/TEU will be insufficient to run the service at financially viable levels," the carrier said in an e-mailed newsletter.

The industry's busiest season in the northern hemisphere comes in the third quarter, when stores in the U.S. and Europe look to stock up before the beginning of the school year and the Thanksgiving and Christmas holidays. Also, many haulers bring forward shipments ahead of China's "Golden Week" holiday, which extends from Oct. 1 to Oct. 7 and sees many factories in Asia's largest economy shuttered.

"There hasn't been a peak season," Drewry's Kapoor said. "Normally, around the Golden Week, you see wide scale capacity restructuring, but we haven't seen that this year. I think that is taking its toll on rates."

With no potential fundamental catalyst to drive charges higher before the end of the year and capacity growth set to exceed demand at least through 2014, there probably won't be any sustainable uplift in rates before 2015, Cantor's Hyde said.

Until rates improve, investors will favor shares of shipping lines that are seeking to boost earnings by cutting costs, according to Kapoor.

Maersk, which also owns an oil unit, a drilling division, a port business and a supermarket chain, said on Aug. 16 that unit costs fell 12.7 percent in the second quarter at its container line, compared with a drop of 7.1 percent in the first quarter. "The guys who will manage to cut costs, they'll stay profitable this year, and that is going to continue for the next few years," Kapoor said. "The rates won't be profitable, it'll be the costs that will be the big leveler. Maersk will continue to do well." **Source: Bloomberg**

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03-11-2013 : car carrier **PEARL ACE** upbound on the Fraser River **Photo : Robert Etchell (c)**

Bundesbank eyes shipping risks at German lenders

The Bundesbank sees risks for German lenders ahead of a European Central Bank audit, citing banks' shipping exposures and commercial properties, according to magazine Wirtschaftswoche. A prolonged shipping downturn continues to weigh on those German banks lending to the industry, the weekly magazine reported on Saturday, citing Bundesbank board member Andreas Dombret.

"The large banks have reduced their portfolio of shipping credits by 10 percent since the middle of last year, but I expect there will be further value adjustments," Dombret was quoted as saying.

"A recovery of the shipping industry before 2015 is not realistic," he added. Germany's BaFin financial regulator and banks are gearing up for the ECB's audit that will affect over 100 lenders across Europe's single-currency area. The Frankfurt-based ECB is due to assume oversight of euro zone lenders in November 2014. **Source: Reuters**



The **PRETTY TEAM** assisted by the **FAIRPLAY 25** and **FAIRPLAY I** passing the Spijkenisse Bridge –
Photo : Lia Mets ©

Why managers are more optimistic long-term about crude tankers

The tanker orderbook represents managers' assessment of the industry's future fundamental outlook. It measures the number or capacity of ships that have been ordered, as well as the number of ships under construction. A rising orderbook often suggests that future supply and demand dynamics are favorable for new or existing ships to generate good returns. Conversely, a falling orderbook paints a negative picture.

The overall crude tanker orderbook remains in a downtrend, falling from 9.35% to 9.34% from October 18 to 25. Beneath the aggregate figure, we're seeing some divergences: the orderbook for VLCCs (very large crude carriers) appears to have bottomed at 5.16% on August 2, while the orderbook for Suezmax continued to drop. On October 25, the orderbook for VLCCs stood at 6.39%, down from 6.41% the week before, while Suezmax held at 8.71%.

Analysts often use a percentage to reflect the changes in the number of operating ships over time. An orderbook based on the number of ships has little meaning without context: if 12 ships were on the orderbook, the interpretation could differ when existing capacity consisted of 30 versus 1,000 ships.

Crude tanker orderbooks have been falling since 2011, as managers saw the dark storm ahead. Orderbook figures hit as high as 47% mid-2008, when managers' optimism about future oil trade growth was at its peak, largely driven by soaring oil prices and global economic growth throughout the early 2000s.

Unfortunately, that excitement evaporated with the eventual burst of the housing bubble (not just in the United States) and the beginning of an energy boom in the United States. As the global economy remained weak and cars became more fuel-efficient post-financial crisis, with alternative energy sources popping up here and there, oil consumption fell overall. The divergence likely reflects diminishing shipments from West Africa to the United States as the US imports less crude oil. More shipments will travel from West Africa to China in the future, which takes longer to haul, so a larger vessel like a VLCC is preferred. An increase in VLCC rates will eventually support Suezmax rates too, but managers are seeing more demand for VLCCs than Suezmax.

While we've been negative about crude tanker stocks since their orderbook has remained in a downtrend over the past few years, the worst is likely over. If the orderbook does stop falling and begins to turn around, as is currently happening with other shipping companies, crude shipping stocks like Frontline Ltd. (FRO), DryShips Inc. (DRYS),

Teekay Tankers Ltd. (TNK), and **Nordic American Tanker Ltd. (NAT)** should benefit in the long term. Of course, that is if they don't run out of cash before then. The Guggenheim Shipping ETF (SEA) will also benefit from an orderbook that has stopped falling. **Source: Market Realist**



The **COSCO GERMANY** in Rio Grande – **Photo : Marcelo Vieira ©**

Businesses eye a giant ocean shipping alliance (GIA TO APOGEVMA)

There's big doings on the oceans these days, and big business is wondering about the ripple effects.

The world's three largest ocean carriers—Maersk Line, CMA CGM Group and Mediterranean Shipping—are forming an "alliance" on the trade routes connecting the world's three biggest economic centers: North America, Europe and Asia. That means the carriers will share ships traveling on the Atlantic through the Suez and Panama canals into the Pacific. They will also share port facilities in transportation hubs from Shanghai to Los Angeles and New York, and on into Rotterdam, the Netherlands.

That worries the manufacturers and retailers that use shipping lines to send their products and supplies globally.

"It's enormous," said Bruce Carlton, president of the National Industrial Transportation League, a group that lobbies on transportation issues for U.S. businesses. "It's so big it raises immediate, obvious questions about the market implications, of pricing and competition among the carriers."

The so-called P3 alliance will give the three carriers control of about 43 percent of the Europe-Asia shipping market, 24 percent of the trans-Pacific, and 40 percent to 43 percent of the trans-Atlantic, according to figures cited by the Federal Maritime Commission, the U.S. agency that regulates ocean-shipping services.

"The fear most shippers are probably going to have is the sheer size of the thing," Simon Heaney of Drewry Shipping Consultants, said in an interview. "Alliances are nothing new, but this is taking it to another tier."

Maersk, based in Denmark; CMA CGA, based in France; and privately owned Mediterranean Shipping, based in Geneva, control about one-third of the world's shipping fleet, according to Drewry. The fourth largest is Taiwanese carrier Evergreen.

Past shipping alliances have been restricted to particular trade routes and economic theaters. The carriers have used such alliances as a selling point with their shipper customers, since the alliance, by pooling equipment, typically allows them to offer more frequent service to more ports. Say you're a widgetmaker and you regularly ship your product to a retailer in Germany. You typically use X Ship Lines. But if X Ship Lines forms an alliance with Y Ship Lines, your widgets could now go to Germany on a Y Ship Lines vessel. Instead of waiting every two weeks to send your widgets to your retailer, you can now do it weekly. While the widgets may have traditionally been routed via Bremerhaven (because that's where X Ship Lines has a terminal), they can now go via Hamburg (closer to your retailer) because Y Ship Lines has a terminal there.

"Over the years, shippers have certainly benefited from these alliances," conceded Carlton of the NITL, which has 400 members. But in the case of this P3, "we really don't know anything about the economic impact or market impact."

It's transport pricing, one of the basic inputs of production, that's at the heart of business concerns.

"What the customer wants to hear is the impact on the bottom line," said Carlton in an interview. "Are prices going to go up or are prices going to go down?"

Shipping lines have historically been allowed to collude, but changes to regulatory regimes around the world and basic economic competition has eroded that pricing power.

In the meantime, various lines have been buying fuel-efficient and larger ships, adding to the general supply of capacity when demand—because of the flagging world economy—is down. That has depressed shipping prices and kept them volatile over the past few years.

"They simply can't control revenue at this time," said Drewry's Heaney. "It's all about being cost competitive now."

By sharing equipment but expanding service offerings, the P3 alliance is aimed right at containing costs, proponents argue.

"The three things the P3 gives us are coverage, frequency and stability," said a Maersk spokesman. "That's the value it provides not just us, but our customers as well." Still, there are worries that the alliance could serve as a way for the three carriers to restrict supply, thereby driving up freight rates.

"One of my concerns relates to media reports that a combined east-west fleet of 346 vessels will be reduced to 255 vessels once the proposed Alliance is consummated," said Federal Maritime Commissioner William Doyle in a statement issued by the agency. The commission is reviewing the P3 alliance proposal, as are regulatory authorities in Europe and Asia. Unless they move to block or hold up the alliance, the alliance will go into effect in the second quarter of 2014. **Source: CNBC**

New KNRM Rescue Vessel passes capsize trials at Damen Shipyards Group

New generation of SAR vessels



The latest rescue vessel commissioned by the Royal Netherlands Sea Rescue Institution ([Koninklijke Nederlandse Redding Maatschappij](#), 'KNRM') has passed one of the most important trials it had to pass at [Damen Shipyards Group](#) in Gorinchem before being entrusted to its crew. The capsize trials had to show that this youngest generation of rescue vessel is actually capable of righting itself. In four different tests, the

rescue vessel righted itself to its normal position within a few seconds of capsizing. A life-saving feature in extreme conditions. The [KNRM's](#) rescue vessels, which have to be deployable in all weather conditions, are being designed to the most rigorous standards. Seakeeping and stability are the most crucial factors in safety. For the crew, however, comfort and user-friendliness are also key features. This [NH1816](#) 19-metre-long rescue vessel combines all of the technical, ergonomic and operational features the [KNRM](#) wanted in a remarkable new design.

Capsizing and then...sailing on

The rescue vessel's self-righting capability was created by the vessel's low point of gravity and the air bubble in the wheelhouse, which enable the capsized ship to right itself quickly like a self-righting bath toy. The engines and equipment on board are designed to continue operating even after the vessel has capsized. In its nearly 200-year history, the [KNRM](#) has lost 69 rescuers to drowning. Most of those drownings occurred when rescue rowboats capsized in the first 100 years. The advent of motorised, self-righting rescue vessels not only increased safety, but deployability as well. Nowadays, rescue missions under weather conditions that would have forced rowboats to abandon their mission can simply continue. This means that risks have increased as well.

Since 1990, at least twelve rescue vessels have capsized. Two of them, from Terschelling and Ameland, were examples of the largest category of rescue vessels and were able to handle extremely poor weather conditions. Thanks to their unique features, the rescue vessels were able to continue sailing and bring their crews of volunteers safely back to shore.



The **KNRM** expressed its need for a completely new type of rescue vessel in 2008. Thanks to a donation to the **KNRM** from Dutch insurance company 'Noordhollandse 1816' (**NH1816**), the design phase could begin in collaboration with **Damen**, the Maritime Technology faculty at Delft University and **De Vries Lentsch Naval Architects**.

After completion the **KNRM** will deploy the **SAR NH1816** from IJmuiden, with a permanent captain and an on-call crew. Sailors along the entire coast will carry out trials and familiarise themselves with the vessel. The rescue vessel is intended to be the future replacement for the current **Arie Visser-class** vessels. These ten 19-metre-long rescue vessels began being built in 1999 and they continue to deliver outstanding performance. Over the next 20 years, in order to keep the **KNRM** in line with the latest global developments in rescue work, these vessels will gradually make way for the new generation of rescue vessel.

VIDEO

A short video is available at youtube.com

[://nos.nl/video/569325-knrmboot-doorstaat-kapseisproef.html](http://nos.nl/video/569325-knrmboot-doorstaat-kapseisproef.html)

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GIANT IRON ORE SHIPS VALE5.SA - RTRS

China's state-owned **Shandong Shipping Corporation** has signed a \$500 million deal with Brazilian miner Vale SA VALE5.SA to operate four of its giant iron-ore freighters, according to the official Xinhua news agency. The move may pave the way for Vale to start delivering iron ore to China on its growing fleet of Valemax vessels, a development Chinese shipowners oppose due to concerns they could worsen a shipping glut and take market share. Shandong Shipping signed a strategic agreement with the Brazilian giant, under which Vale has delivered four of the 400,000 tonne vessels to a venture operated by Shandong, Xinhua reported. Shandong Shipping could not immediately be reached to comment. Approval for Valemax vessels to enter Chinese ports would help Vale cut its transport costs by

up to a third, making it more competitive with Australian rivals Rio Tinto RIO.AX RIO.L and BHP Billiton BHP.AX, whose mines are closer to China. China's Ministry of Transport barred the mega ships from ports in early 2012, citing safety concerns after the first 400,000 deadweight tonne Valemax docked at Dalian Port in December 2011. Industry watchers said their use would cut the shipping costs of the raw material for China's steel mills. Eleven ports in China have the design capacity to handle Valemax ships, including Qingdao's Dongjiakou port in Shandong, where Shandong Shipping is based, according to shipping newspaper Lloyd's List. Source : Reuters additional reporting by Keith Wallis in SINGAPORE



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The **SEAFaith II** enroute Rotterdam – Photo : Monique Davis-Mulder ©

Student jumps off ship, missing

A 21-year-old college student who reportedly jumped off a passenger ship last Thursday remained missing, as of Friday. Janus Sabas, deputy commander of Philippine Coast Guard (CG)-Cebu Station, said their detachment in Danao City is still looking for Jay Ignalig of Barangay Subangdaku, Mandaue City.

According to initial investigation, the incident happened around 3 p.m. in the waters off Camotes Island, Cebu, while MV Wonderful Stars was sailing to the Cebu mainland. "Ayon sa kanyang kaibigan, parang wala daw siya sa maayos na katinuan (His friend said Jay was not in the frame of mind)," Sabas told Sun.Star Cebu. Sabas said the skipper of the vessel, which is owned by Roble Shipping Inc., is preparing to submit a marine protest.

The CG will then evaluate what happened and they will submit the outcome to the Maritime Industry Authority.

A marine protest is a narration of what happened before, during and after an incident. Its purpose is to protect the ship's owner from liability.

In an interview over radio dySS, Lydia Ignalig, Jay's mother, said her son had gone to Isabel, Leyte with a friend and was on his way home. Lydia said she was shocked when the ship's captain told her about the incident. She said she was told the ship went back to look for Jay after being notified by other passengers that there was a man overboard, but the crew couldn't find him.

Lydia said her family is confused about the time the incident reportedly happened since the ship was supposed to dock in Cebu at 2 p.m. They also couldn't reach Jay's friend. She also said her son may have been depressed after she admonished him for using his tuition money on something else. Lydia added that Jay and in his girlfriend were not on good terms and that could have made him more despondent. **Source : Sun.Star Cebu**



Model of the **DEEP HELDER** at present under construction at De Hoop shipyard in Foxhol

Photo : Geert Woord – SEAMAR ©

Baby is christened on board Tyneside lifeboat

A baby proved he already has his sea legs when he followed a family tradition and was christened on board a lifeboat

nine month old baby proved he already has his sea legs when he followed a family tradition and was christened on board a lifeboat. Roman Alexander Bundy could be set to follow in the footsteps of his uncle, grandfather and great grandfather after he happily braved the rain and rolling waves during the ceremony aboard the **Tynemouth RNLI** all weather Lifeboat **Spirit of Northumberland**.

Crew members and their families have christened their children aboard the lifeboat with the help of an upturned bell for the last two hundred years and it is a symbolic way of welcoming them into the lifeboat family. Heavy showers held off long enough to allow local vicar Reverend Dorothy Robinson to christen Roman in front of parents Laura and Paul Bundy, their family and friends, and Tynemouth RNLI crew members. Roman's mum Laura, a sales assistant who lives with partner Paul, a butcher, in North Shields, North Tyneside, said: "I think he must have boats in the blood as he was not fazed by the weather or the movement on the boat at all, he just took it all in his stride."

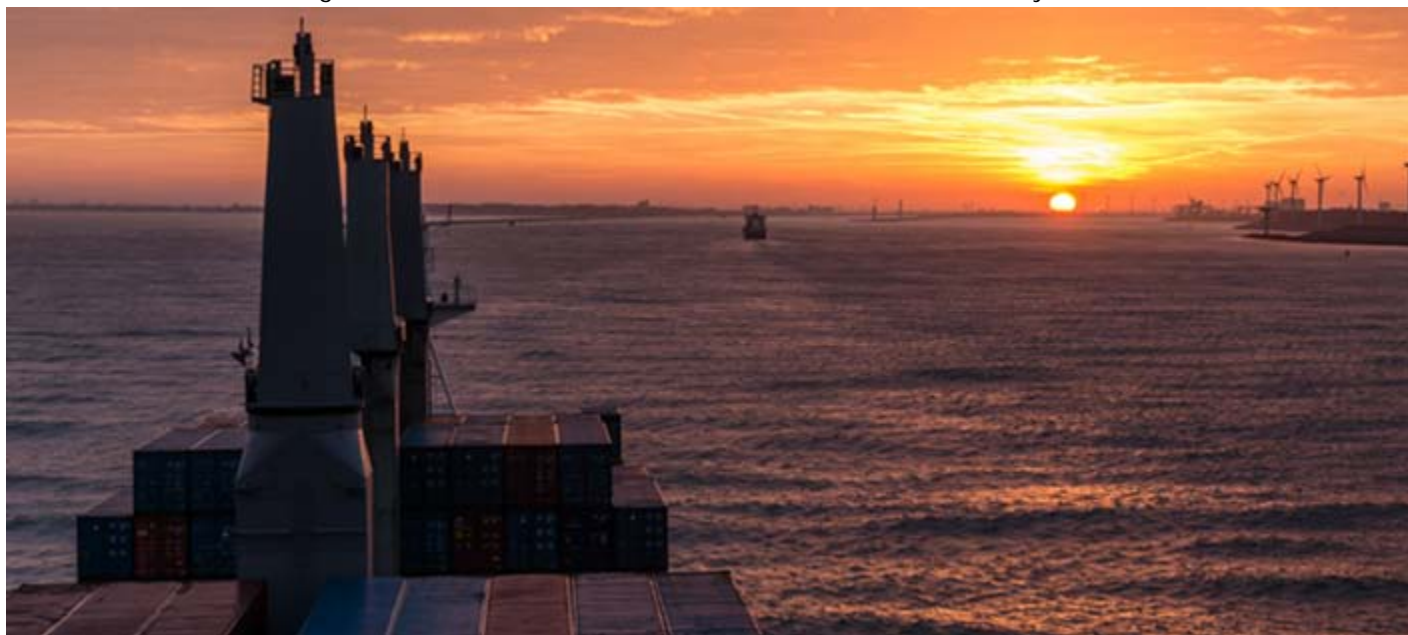
"My brother, my dad and my grandad have all served with the RNLI, so I have grown up around lifeboats and I take my hat off to all of the crew members. "I don't think a lot of people realise how much they put into it. "They are on call 24/7, 365 days a year and when they go out to sea, especially at night, you worry about them. "So many times my mum and I would sit up all night waiting for them to come back and I know the other families are the same and that brings us all close together.



"I really hope that Roman carries on the family tradition when he's older." Roman's proud grandfather Kevin Mole, 55, the station mechanic has served with the RNLI for 40 years. His father Dougie also served for 30 years and Roman's uncle Bobby is a volunteer and was himself christened on the lifeboat 22 years ago.

Kevin, of North Shields, said: "We are more than just a rescue service, we are a family as well. "By the nature of what we do, your whole household is affected, and when we are on the boat, we have to watch out for each other or else someone will get hurt. "This ceremony is a symbolic

way of welcoming the baby into the lifeboat family. "My son Bobby, Roman's uncle was also christened on a lifeboat 22 years ago. "It is a different boat, but we kept the bell, which we turn upside down to use as a font. "We call it the christening bell. I think about a dozen children have been christened on the boat during my time with the crew. "We thought the rain on the day might put a dampener on things, but it didn't matter and Roman wasn't bothered by all the cold water or the rolling boat at all. "I'd love him to follow me into the RNLI one day." Source : The Journal



View from the wheelhouse of the **AMBER LAGOON** whilst approaching the entrance of Waterweg enroute Rotterdam during sunrise – Photo : Marijn van Hoorn ©

Eleven Pirates Captured By EU Naval Force Dutch Warship Are Convicted In The Seychelles

On Wednesday 2 October 2013 eleven pirates were convicted in the Seychelles Supreme Court of committing acts of piracy and operating a pirate vessel between 7 – 11 May 2012. Their sentences ranged from 18 months to 16 years.



The pirates had been apprehended by the Royal Netherlands Navy frigate, **HNLMS Van Amstel**, on 11 May 2012, after the warship's Lynx helicopter sighted a suspicious fishing dhow towing 2 skiffs, 400 nautical miles off the Somali coast.

When the warship's boarding team approached the dhow, the Dutch Navy crew found 11 suspected pirates of Somali origin and a total of 17 hostages on board.

After taking the suspected pirates to **HNLMS Van Amstel**, the Dutch boarding team found significant evidence that linked the 11 men to an

armed attack on Motor Tanker '**Super Lady**' a few days earlier.

The 17 freed hostages, who were Iranian fishermen, were very grateful to the Dutch sailors for rescuing them from the armed pirates. The Royal Netherlands Navy has contributed warships to the EU Naval Force since the EU counter piracy operation began in December 2008. The current EU Naval Force flagship is **HNLMS Johan de Witt**, with Commodore Peter Lenselink embarked as the Force Commander. **Source EUNAVFOR**

Shell plate buckling eyed in box ship break up

The **ClassNK** Casualty Investigation Team looking for the causes of the mid-June incident that saw the containership **MOL Comfort** break in two has released preliminary findings and safety measure recommendations



The classification society established the team immediately following the loss of the five year old and Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) subsequently established a Committee on Large Container Ship Safety to develop measures to ensure the safety of large container vessels. In addition to its independent investigation, ClassNK is represented on the Committee and is actively involved in its work.

The findings released today are based both on the work of the ClassNK team and the deliberations of the third meeting of the Committee on Large Containership Safety,

held on October 28

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 20 mm 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 containerships 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 a survey is recommended. ClassNK will dispatch qualified surveyors upon request.

Class NK says its team will continue to work closely with the committee as it continues to investigate the MOL Comfort casualty and compile its final report on the incident. **Source :MarineLog**

CASUALTY REPORTING



Tanker sinks in Red Sea, one dead

A source from the Red Sea Ports Authority in Suez, affirmed that the sinking of the tanker **Manjed** over the weekend has not affected navigation into any ports since the ship sank in deep waters. The tanker, owned by a local oil company, was operating in the area of Ras Shukeir of the Red Sea, near Ras Gharib. The tanker sank after a hole emerged on its starboard side. The sinking saw one person die while the remainder of the crew were rescued

Source: Gulf Ship News

At least six dead, 10 injured in Thailand ferry crash

At least six people died and 10 were seriously injured Sunday when a ferry carrying passengers from Lan Island to Pattaya, Thailand, capsized, police said. The ferry, licensed to carry 150 passengers, was carrying 200 people during the 30-minute trip when the vessel began having engine problems, the Bangkok Post reported.

Passengers rushed to the top level of the two-deck ferry, causing it to list to the side and capsize, the newspaper said. One pump on the ferry failed during the incident, Phuketwan reported. Three Thais and three foreigners are dead," a police officer said. Of the three tourists, two were Russian and one was Chinese, Phuketwan said. **Source:**

NAVY NEWS

S. Korea to deploy 12th guided-missile destroyer in 2014

South Korea will deploy the 12th guided-missile destroyer, built solely on its indigenous technology, in early 2014, Seoul's Defense Ministry said Monday.



STX Offshore & Shipbuilding, the country's No. 4 shipbuilder, delivered the guided-missile patrol killer to the Navy, according to the Defense Acquisition Program Administration (DAPA), the country's defense procurement agency.

Defense Ministry spokesman Kim Min-seok told reporters that the high-speed destroyer will be deployed in early 2014 following the two-month-long preparations.

The 450-ton warship can sail at the maximum speed of 40 knots, accommodating 40 crew members. It was fitted with various combat capabilities developed domestically such as anti-ship missiles and 76 mm guns.

The ship will carry out patrol missions and

defend shorelines and harbor areas, the DAPA said. Source : Xinhuanet

Submarines: India Seeks Another Russian Rental

India is seeking to lease another Russian nuclear submarine. This was prompted by the recent loss of a Russian made Kilo sub to an accidental explosion and continuing delays in building new diesel-electric and nuclear subs in India. India has offered to supply the cash to complete an Akula class nuclear sub that Russia halted work on in the 1990s because of money shortages. Once completed (in about four years), the sub would enter Indian service. All this would cost India about a billion dollars. This would be the third time India leased a Russian nuclear sub.

Back in 2010 India finally received its second Russian sub, an Akula II SSN (nuclear attack submarine) (the Nerpa) it had leased for ten years. The Nerpa was built for this Indian deal, and finally completed its sea trials and was accepted into Russian service in late 2009. India was supposed to take in 2008 but there have been many delays. The Indian crew for the Nerpa has been ready since 2008.

Most of the delay stems from an accident in late 2008 when, while undergoing sea trials, there was an accidental activation of the fire extinguisher system on the Nerpa. This killed twenty sailors and civilians, and injured more than twenty. There were 208 people aboard the sub at the time, most of them navy and shipyard personnel there to closely monitor all aspects of the sub as it made its first dives and other maneuvers. The source of the fatal accident was poor design and construction of the safety systems on the sub. This accident led to sailors and shipyard technicians being fearful of going to sea on the boat. So the sea trials were delayed, even after repairs were made. The post-accident modifications on the Nerpa cost \$65 million. The **Nerpa** was renamed the **INS Chakra** (the same name used by the Charlie class Russian sub India leased from 1988-91) once India took possession. The lease arrangement has India paying **\$178,000** a day, for ten years, for use of the sub. The 7,000 ton Akula II requires a crew of 73 highly trained sailors.

It was Indian money that enabled Russia to complete construction on at least two Akulas. These boats were less than half finished at the end of the Cold War. This was another aftereffect of the collapse of the Soviet Union. Several major

shipbuilding projects were basically put on hold (which still cost a lot of money), in the hopes that something would turn up. In this case it was Indians with lots of cash and seeking to lease a sub.

Traditionally, when a new ship loses lots of people during sea trials, it is regarded as "cursed" and unlucky. Sailors can be superstitious, especially when there are dead bodies involved. So far India has not had any problems with this.

India has designed and built its own nuclear sub, but the first one is basically a development craft, and mass production of Indian designed nuclear subs is still at least five years away. The unlucky Russian sub will enable India to train more nuclear sub sailors in the meantime. **Source : Strategy Page**



Pakistan Navy ship's goodwill visit boosts bilateral relations

Pakistan's navy ship, "**PNS ASLAT**," which is on a goodwill-cum-training visit to Saudi Arabia, held a dinner reception on board the ship in Jeddah. The ship's Commanding Officer, Capt. Ahmad Farooq, highlighted the strategic importance of relations between Pakistan and the Royal Saudi Navy.

He said that both countries enjoyed cordial ties and that the navies of the two countries hold a number of joint training and exercises, including the "Naseem-ul-Bahr" joint naval exercise. Capt. Farooq emphasized that such visits are a source of strength between the armed forces of both countries. Capt. Farooq shed light on PNS ASLAT, which derives its name from an Arabic word, denoting a type of sword used by the Arabs during the early days of Islam.

He said that PNS ASLAT was commissioned until April 17, 2023, and was on its first international goodwill mission that covered a number of countries, including Russia, Turkey and Sudan. The ship is equipped with state-of-the-art combat management systems, torpedoes and missiles. Saudi Western Region Fleet Commander Rear Adm. Abdullah Hamid Al-Ghamdi, Consul General Aftab Ahmed Khokhar, Pakistan's Naval and Air Attaché Capt. Ibrahim Asad joined Capt. Ahmed Farooq in cutting the Pak-Saudi friendship cake. The function was attended by a number of foreign diplomats based in Jeddah, high-ranking Saudi Navy officials, officials from the consulate general of Pakistan, and members of the Pakistani expatriate community. **Source : arabnews**

Pakistan naval ship Shahjahan on 5-day UAE visit

The Pakistani Navy ship, **Shahjahan**, reached Port Mena Zayed, Abu Dhabi on a 5-day routine operational visit to the United Arab Emirates. The ship is being commanded by Captain Muhammad IrfanTaj.

PNS Shahjahan is the third ship in the Pakistani Navy to have this name and is one of the leading ships of the country's naval fleet. Fitted with a modern state-of-the-art system, the ship is kept abreast of any other modern ship within its class.

The Pakistani Navy, in conjunction with other international and regional Navies, is participating in multinational operations commonly known as the Coalition Maritime Campaign Plan (CMCP), since April 2004. The operations of

CMCP are mandated by the UN Charter and are aimed at regulating international law in the North Arabian Sea. The multinational naval forces are organised in the form of a task force and Pakistan Navy has the honour to command Task Force – 155 times. The ship and its crew aims to promote peace, security and stability in the region, while preventing unlawful use of the seas in terms of illegal transportation and piracy.

The visit of **PNS Shahjahan** to Port Mena Zayed in Abu Dhabi signifies the historical friendly relations between Pakistan and UAE and reflects the strong military ties that exist between the two navies. **Source : The Gulf Today**

NEW IRISH LE SAMUAL BECKETT FLOATED OUT



The **LE SAMUAL BECKETT** a new vessel for the Irish Navy as floated out from the shipyard on the 3th Nov and will undertake sea trial's the end of January – **Photo's : Norman Hardaker ©**



SHIPYARD NEWS

HANJIN FLORIDA (3,614 teu) delivered

Hanjin Shipping has put into service the 3,614 teu container vessel **HANJIN FLORIDA**, the third vessel in a series of four sister ships ordered by companies related to the Ofer Family in June 2011 at Sungdong Shipyard, South Korea.

The new baby-overpanamax ship is 228m long and 37.30m (15 rows) wide. It is equipped with 500 reefer plugs and designed for moderate service speeds of no more than 21 knots. The **HANJIN FLORIDA** is to join the Far East to India and Pakistan service 'FIX' offered jointly by Hanjin and KMTCC. On this loop, the new ship will replace the 4,275 teu **HANJIN DUBAN**. **Source : Linervision**



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Kleven eyeing investment in Polish shipyard

Norwegian shipbuilder **Kleven** is planning to invest in Poland's bankrupt **Nowa Shipyard** in Szczecin, according to reports in the local media, writes Jaroslaw Adamowski.

Regional authorities of Western Pomerania, MPs from the region where the investment is to be located, and Mariusz Kolwas, chief executive of state-owned investment fund Silesia which owns the shipyard, discussed the project with the Polish Ministry of Treasury, reported public radio broadcaster Radio Szczecin.

Mr Kolwas told local news site gs24.pl that there were ongoing talks with potential investors interested in the Szczecin-based shipyard. The chief executive said that the shipyard site has a total space of some 500,000m³, but not all of it would be sold to the investor.

"There are 26 companies operating on a portion of the shipyard site, they are managing quite well," Mr Kolwas said.

The Szczecin-based shipyard was declared bankrupt in December 2011. Ten years earlier, it had been acquired by the Polish Treasury.

Kleven says it posted its strongest annual financial results to date in 2012. Last year, the company's two Norway-based shipyards built seven new vessels for an aggregate contract value of about NOK 2.7 billion (US\$ 465 million), according to data released by Kleven. **Source : The Motorship**

Germany's ThyssenKrupp denies report on submarine sales to Saudi Arabia

Germany's ThyssenKrupp denied a media report saying the industrial conglomerate is about to sign a \$3.4 billion contract to sell submarines to Saudi Arabia. Weekly newspaper Bild am Sonntag reported on Sunday that Saudi Arabia would purchase five so-called Class 209 submarines for about 2.5 billion euros (\$3.37 billion), citing unnamed German government sources. A spokeswoman for ThyssenKrupp said the company was not in talks on such a sale. There are absolutely no projects on submarines for Saudi Arabia and therefore no talks," she told Reuters. "The article lacks any foundation." Bild am Sonntag said that Saudi Arabia plans to spend 12 billion euros to acquire as many as 25 submarines over the longer term, to be assembled by ThyssenKrupp's Marine Systems division at shipyards in northern Germany.

Arms exports are a sensitive issue in Germany because of its Nazi past and the role arms makers such as Krupp played in stoking 19th and 20th century wars with exports to both sides.

Successive governments of former West Germany and the subsequently reunified Germany placed tight restrictions on arms exports, particularly to regions ridden by conflict or with poor human rights records. **Source : Reuters**

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The **UP PEARL** departing from Cape Town – Photo : Ian Shiffman ©

Stein Kruse To Become CEO Of The Holland America Group

Carnival Corporation & plc announced that effective December 1, 2013, **Stein Kruse**, currently president and CEO of **Holland America Line**, is being appointed CEO of the **Holland America Group**, adding **Princess Cruises** and **Holland America Princess** Alaska land operations to his current responsibilities of **Holland America Line** and **Seabourn**.

Kruse will report to Carnival Corporation & plc President and CEO Arnold Donald.

"This is an exciting expanded opportunity for Stein and the experience and track record of effective leadership he brings to it bodes well for our future," said Donald.

In his expanded role, effective December 1, Kruse also will replace Micky Arison as chairman of the board of MANCO, the UK-based entity which oversees operations of Carnival Australia including P&O Cruises, the number one cruise line in the Australian market. The newly created Holland America Group operates 41 cruise ships with over 36,000 employees worldwide who annually deliver 25 million passenger cruise days. Kruse joined Holland America Line in Seattle in 1999 as senior vice president, fleet operations with overall responsibility for operations and newbuilding. In 2003, he was named president and chief operating officer, and on December 1, 2004, chief executive officer. In

January 2011, he was named chairman of Seabourn and the corporate headquarters transitioned from Miami to Seattle.

Under Stein's leadership, Holland America Line and Seabourn have prospered. He implemented the HAL Signature of Excellence quality and service enhancement initiative and created a health, environmental, safety and security program. As well, Stein has broadened Holland America Line's philanthropic efforts and encouraged employees to serve on nonprofit boards.

Before he joined Holland America Line, Stein was senior vice president and chief financial officer of the North American operations for global Japanese shipping company "K" Line, where he also oversaw financial activities in seven U.S. subsidiary companies and served on the company's board of directors. Prior to that, Kruse was executive vice president and chief operating officer for Radisson Seven Seas Cruises, and president and chief executive officer for Seven Seas Cruise Line.

Kruse currently serves on the boards of the U.S. Coast Guard Foundation, World Trade Center Seattle, Saltchuk Resources, Inc., and the University of Washington Foster School of Business Dean's Advisory Board.

A native of Oslo, Norway, he holds a bachelor of science degree from Purdue University and is a graduate of Harvard Business School's Advanced Management Program. Stein, his wife and two children reside in Bellevue, Wash.

Carnival Corporation & plc is the largest cruise company in the world with a portfolio of cruise brands in North America, Australia and Asia, comprised of Carnival Cruise Lines, Holland America Line, Princess Cruises, Seabourn, AIDA Cruises, Costa Cruises, Cunard, Ibero Cruises, P&O Cruises (Australia) and P&O Cruises (UK).

Together, these brands operate over 100 ships totaling more than 200,000 lower berths. Carnival Corporation and plc also operates Holland America Princess Alaska Tours, the leading tour company in Alaska and the Canadian Yukon. Traded on both the New York and London Stock Exchanges, Carnival Corporation & plc is the only group in the world to be included in both the S&P 500 and the FTSE 100 indices.



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Viking Offshore gets into jack-up rig venture

Singapore based **Viking Offshore & Marine Limited** is to get into the mainstream offshore rig-building and rig charter market. It is partnering with Singaporean rig building veteran Chan Kwan Bian to construct a jack-up rig at a cost of around \$180 million. The rig is a cantilever CJ46-X100-D GustoMSC designed for use in water depth up to 375 feet and can accommodate 120 men during operation. Viking Offshore has set up an investment holding subsidiary, **Viking Asset Management Pte Ltd**, that has entered into a conditional sales and purchase agreement to acquire a 30 percent-stake, valued at \$5.4 million, in Smart Earl Investment Pte Ltd ("SEI"), an investment vehicle belonging to Mr. Chan, that has the rights to build the jack-up rig.

The purchase consideration will be satisfied in cash and will be funded partly through the cash proceeds from the rights-cum-warrants issue completed in May 2013. Mr. Chan is well-known industry veteran with extensive experiences in the rig building and shipbuilding space. He was a cofounder of Labroy Marine Ltd, a then-SGX listed offshore and marine specialist that was sold to Dubai Drydocks World LLC for Singapore \$2.4 billion in January 2008. The drilling rig will be built by the state-owned China Merchant Heavy Industries (Shenzhen/Jiangsu) Co Ltd. shipyard. . Mr Daniel Lin,

Executive Director of Viking and son of Mr Andy Lim, Chairman and controlling shareholder of Viking, has been appointed the Chief Executive Officer of Viking Asset Management. responsible for the success of this partnership

"Viking has been offered an exceptional opportunity to participate in the fast growing rig building and rig charter market with an attractive proposition," said Daniel Lin. The contractual terms extended to SEI and Viking give us the opportunity to build and coown a jack-up rig without straining our cashflow and funding ability.

"Through this investment," he added, "Viking has initiated its move into the mainstream offshore and marine business, in line with the asset-based strategic growth initiative it had planned for. This foray into the offshore rig market is timely to capitalize on the market view that jack-up rigs of this capacity are expected to see demand outstripping supply in the next few years.

"Our investment and partnership allows Viking to leverage on the rig building experience and track record of our partner – people who have been there, done it successfully and still have the fire to do it again."

The contract to build the jack-up rig is expected to complete within 26 months, with Mr. Chan's team to provide the overall project management of the rig contract with the shipyard. Viking says this also opens up the opportunity for Viking to participate in providing the complementary equipment and engineering services to the rig construction.

The joint venture intends to resell or charter the rig to prospective Viking customers in the South East Asia region.

The acquisition by Viking is subject to shareholders' approval at an extraordinary general meeting. **Source :** **MarineLog**



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Westmark announces a new 15 inch Cable Safe ® safety hook that can now accomodate cables with a total weight of 300 kg.

Dutch marine safety specialist **Westmark** extends its successful range of **Cable Safe ® safety hooks** with a larger 15 inch version (photo) that can accomodate attached cables and hoses with a total weight of 300 kg. Now there are four models for customers to choose from, 6 inch, 9 inch, 12 inch and the latest 15 inch safety hooks each with a maximum load capability of 40kg, 55kg, 190kg and 300kg respectively.

The industry acclaimed **Cable Safe ® Safety Hook** was designed and developed in1995 by **Westmark** to meet the specific needs of the offshore industry to allow construction, maintenance hoses and cables to be neatly organized so that the workplace remains clean and uncluttered.

Many companies in these sectors now require their contractors to give ground clearance for all cables and hoses by attaching them with a plastic hook. This simple S-shaped device improves operational security, better organization of the workspace often resulting in faster project completion as another benefit.. **Westmark** safety hooks are today successfully deployed throughout the petrochemical industry, in power plants, shipyards and in the offshore industry. The hooks are now used in Western Europe, America and Australia across many international groups.

These simple, lightweight devices (patented design) are as strong as metal, mould-injected from a non-conductive high-quality electricity and heat-resistant (up to 200 ° C) from synthetic material that is commonly used and approved by the automotive industry.

Prior to the new 15 inch S-hook version, Westmark's most recent innovation is the "Glow in the Dark" hook. This hook will light up when light levels fall below a certain level, allowing employees adequate visibility for safer mobility in a dark room.

Westmark is a Netherlands based trading and manufacturing company providing solutions replying to the unique safety practices of energy, maritime and offshore industries.

In 1995, **Westmark**, based in Leusden in the Netherlands, introduced the **CableSafe® S-shaped safety hook** to suspend hoses and cables above the workflow. The product has been successfully adopted in the safety practices of energy, maritime and offshore industries. **Westmark** also builds protection systems for seagoing vessels against unwanted boarding attempts. In 2003 Westmark developed the **P-Trap®** anti-boarding device, designed to jam the propellers of approaching non-friendly vessels.

.... PHOTO OF THE DAY



the 2013 built NIS flag and owned LNG carrier **WILFORCE** underway 20 nautical miles offshore Malta on Wednesday 30th October, 2013. **Photo : Brendon Attard - [.maltashipphotos.com](http://maltashipphotos.com) (c)**

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