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**OHT's EAGLE partly submerged at the Singapore West Jurong anchorage last Tuesday morning awaiting the arrival of the Jack-up rig WEST DEFENDER –  
Photo : Piet Sinke - CLICK on the photo !**

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## EVENTS, INCIDENTS & OPERATIONS

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## CUTTER DREDGER IBN BATTUTA



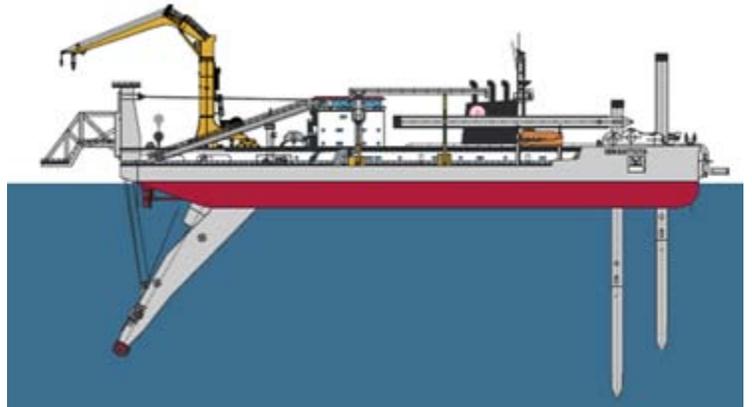
The "Mean dredging machine" **IBN BATTUTA** anchored off the Indonesian Island of Batam. the cutter dredger is in Batam for a maintenance period before resuming their project, which was temporarily postponed due to the NE-Monsoon period. **Jan de Nul** is operating 4 "sister" cutter drdgers, the **NICCOLO MACHIAVELLI**, **FERNAO DE MAGELHAES**, **ZHENG HE** and **IBN BATTUTA**, this CSD's are all built in the period 2010-2011 at the

'Uljanik' Brodogradiliste shipyard in Pula (Croatia)

A **Cutter Suction Dredger (CSD)** is equipped with a rotating cutter head cutting hard soil into fragments. The cut soil is then sucked in by dredge pumps. Cutter suction dredgers



are mostly stationary suction dredgers that cut the soil according to a pre-set profile. In other words, the vessel does not sail during dredging activities. The material is then pumped ashore using pumps and a floating pipeline or loaded into a split hopper barge moored alongside, which in turn can then offload the dredge sediment at the set location. Larger cutter suction dredgers are self-propelled which means that



they can sail autonomously. When touring the 138.5 mtr long and 26.0 mtr width **IBN BATTUTA** it is noticed that you are walking onboard a very well equipped dredging machine which is capable to dredge upto 35 meter. The dredger is powered by 3 MAN B&W Diesel AG – Augsburg built [6L48/60B, 4 Stroke, Single Acting, In-Line \(Vertical\) 6 Cy. 480 x 600, engines](#) with a power of 7,200 kW (9,789 hp), which are driving each a generator of 6,222kW as seen

Due to this Diesel-Electric power system onboard the full generator power can be used for the sailing the dredger towards her next project, and when the spudcan is down and anchors are deployed all the installed power can be used for the dredging, the dredger is capable to navigate with a top speed of 13 knots , to achieve this speed two Propellers are installed in steerable nozzles the 2 propellers are driven by 2 x 3500 kW Electric motors, as seen right all the installed power 23,520 kW is distributed to the components where required from the engine control room as seen above.



inside the cutter arm with a weight of 1200 ton is large gearbox which is connected on 1 side to the installed 7000 kW electric motors for the cutter operation and on the other side to the massive shaft which is driving the



cutter. The cutter shaft is going through the movable cutterladder to the cutter head as seen below



At the bottom at the head the suction inlet can be seen , via this suction mouth the hard soil fragments are sucked in by the large 4250 kW dredging pump, furthermore in the large pump room several pumps are installed



When operational the CSD is having a crew of 46 persons which are required to keep this dredging

the installed 2 x 5000 kW discharge pumps as seen on the photo left are able to pump the soil fragments via the discharging arms (below) installed on port and starboard side into lightering barges like the below seen **VICTORIA** or via a floating pipe or hose to the shore via the discharge pipe on the bow.



machine going around the clock, assisting with bringing the lightering barge alongside which are moored on self-tension winches, changing the cutterhead when necessary when all Teeth's are gone etc. the dredger is named after the Moroccan explorer Ibn Battuta of Berber descent. He is known for his extensive travels, accounts of which were published in the Rihla (lit. "Journey"). Over a period of thirty years, Ibn Battuta visited most of the known Islamic world as well as many non-Muslim lands. His journeys included trips to North Africa, the Horn of Africa, West Africa and Eastern Europe in the West, and to the Middle East, South Asia, Central Asia, Southeast Asia and China. Ibn Battuta is considered to be among the great travellers of all time. People and vessels are the driving forces behind **Jan De Nul Group**. Thanks to skilled employees and the ultramodern fleet, **Jan De Nul Group** ranks at the top of the international dredging industry as well as being one of the largest civil engineering and environmental contractors. The supporting services of the dredging, civil and environmental division enable **Jan De Nul Group** to perform large-scale projects to its clients' satisfaction, whether this concerns a Palm Island in Dubai, a new port facility in Australia or the construction of the new locks in the Panama Canal. **All photo's : Piet Sinke © Click on the photo to view and/or download the High Resolution version ☺**

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The TSHD **HAM 312** in Singapore waters – Photo : Jan Elzinga ©

## Adrift at sea: Fire-hit tanker in N.Asia shows flaws in safe-haven rules

By Keith Wallis

A fire-ravaged ship loaded with hazardous chemicals has become a maritime football in the north Pacific, with Japan and South Korea unwilling to give it refuge even though they risk a wider environmental disaster if it sinks.

The plight of the **Maritime Maisie**, a chemical tanker which has spent seven weeks being towed in waters between the two Asian neighbours, highlights the lack of global consensus on designating ports as safe-havens for ships in distress. The two countries are worried about the risk of a spill or environmental pollution at port, sources said. The tanker, a 44,000 deadweight-tonne vessel the size of nearly two football fields, collided with another ship nine nautical miles off Busan, South Korea, on Dec. 29, said Ying Jinghua, fleet director of MSI Ship Management, which manages the tanker's day-to-day operation, and other shipping sources. The accident caused a fire when a cargo tank holding the chemical acrylonitrile ruptured. The ship, owned by Aurora Tankers, part of Singapore's IMC Group, was carrying 29,337 tonnes of acrylonitrile, used to make plastics and synthetic rubber, and other chemicals, Ying and the sources said. The 27 crew on the tanker were rescued and the ship, ablaze until Jan. 16, drifted into Japanese territorial waters before tow lines could be secured. About 20,000 tonnes of chemicals and 640 tonnes of heavy fuel oil still remain onboard the ship, two sources with knowledge of the incident said.

The Hong Kong-registered ship has been towed between South Korea and Japan since Dec. 30 amid efforts to persuade either of the countries to provide a place of refuge, where its remaining cargo could be safely offloaded to another ship. Despite approaches by the Hong Kong government's Marine Department, salvage teams and the ship's management company, the South Korean and Japanese governments have yet to yield.

Shipping executives, including representatives from salvage company Nippon Salvage, will meet with Korean and Japanese officials in the next two days to further discuss a place of refuge for the tanker, Ying of MSI Ship Management said. South Korea and Japan are members of the International Maritime Organisation (IMO), a United Nations body that adopted non-binding guidelines on places of refuge for ships a decade ago.

The IMO move came after a number of ships, notably in Europe, broke up and sank causing extensive pollution when countries refused to provide a safe berth.

These included the oil tanker **Prestige** that broke up and sank off the coast of Galicia, Spain, in November 2002, spilling 60,000 tonnes of oil and polluting almost 3,000 kilometres of coastline. "Member states are failing to meet the spirit of their obligations," said Tim Wilkins, Asia Pacific regional manager with tanker owners lobby group INTERTANKO.

### 'LOCAL CONCERNS TAKE PRECEDENCE'

Hong Kong's Marine Department wrote to South Korea's Ministry of Oceans and Fisheries seeking a refuge for the ship for the second time earlier this month, said Stephen Li, Marine Department senior surveyor. The department has yet to hear a response, while Japan has already declined to help, Li told Reuters. The Japanese Coast Guard said they could not comment immediately. "The Korean government is discussing how to deal with this matter and nothing has been decided," an official at the country's Ministry of Oceans and Fisheries with direct knowledge of the matter told Reuters.

The ministry told Hong Kong's Marine Department a month ago Japan was obliged to offer a suitable place to transfer cargo and fuel because the tanker drifted into Japanese territorial waters. Once the chemicals and fuel were offloaded, the ministry said South Korea could talk about allowing the ship into Korea for repairs, the source with knowledge of the incident said.

Comité Maritime International, a Belgian umbrella group of maritime law organisations, floated proposals in 2009 to create a binding IMO convention on places of refuge. But the UN's IMO rejected it, saying other measures - including a Nairobi convention on the removal of wrecks which comes into force in 2015 - were sufficient. The place of refuge issue in Asia will figure prominently at a meeting next month of the Asian Shipowners' Forum, which represents Asian shipowner groups, said Arthur Bowring, managing director of the Hong Kong Shipowners' Association.

"The (IMO) guidelines are only guidelines. Local politics and concerns take precedence and it becomes difficult" to implement them, said Bowring. **Source : Reuters - Additional reporting by Meeyoung Cho in SEOUL and Osamu Tsukimori in TOKYO**



The **VALIANT ACE** arriving in Port of Sohar (Oman) **Photo : Rik van Marle ©**

## **S. Korean ships remain safe from pirates amid drop in piracy in 2013**

No South Korean ship was attacked by pirates last year while piracy on the whole dropped significantly from a year earlier, the government said Tuesday. According to the Ministry of Oceans and Fisheries, there have been no reports of an attack on South Korean ships since May 2011.

"The ministry believes the reason our ships have not suffered any damage from piracy is partly due to the country's active efforts to prevent such damage that includes 24-hour satellite surveillance of vessels operating in waters with high risks," the ministry said in a press release. The ministry also noted international efforts to curb piracy, especially in waters near Somalia where the number of pirate attacks dropped from 237 in 2011 to 15 last year with the number of hijacked ships also declining from 28 to 2 over the cited period.

Globally, the number of pirate attacks came to 264 in 2013, down 40 percent from 439 in 2011. The number of ships hijacked by pirates throughout the world also dropped 73 percent from 45 in 2011 to 12. South Korea has maintained a 300-strong contingent in waters near Somalia since 2009 as part of global efforts to tackle piracy in the region.

The South Korean Navy earlier said its Cheonghae unit has so far rescued a total of 25 ships as of January, while safely escorting 6,872 ships, including 3,332 Korean vessels, in the area. **Source : yonhapnews**

## **TWO ULSTEIN DESIGNS NOMINATED FOR OSJ AWARDS**

The deepwater construction vessel '**Aegir**' and the installation support vessel '**Siem Moxie**' are nominated for OSJ Awards. Both are designed by **ULSTEIN**. The two **ULSTEIN** designed vessels are listed as nominees for the Offshore Support Journal 2014 Awards. Additionally, 3 of the 4 nominees for the OSJ Shipowner of the Year Award are ULSTEIN clients (Eidesvik Offshore, Island Offshore and Pacific Radiance). The winners will be announced at the 2014 OSJ Gala Award on 19 February in London. Votes can be submitted till 14 February. The installation support vessel '**Siem Moxie**', an **ULSTEIN SX163 design**, is nominated for the Offshore Renewables Award. The vessel is a unique windfarm support/installation support vessel, specially designed and equipped to allow quick and safe 'walk to work'

access to offshore windturbine foundations and offshore platforms. The design marks a new milestone for ULSTEIN, as it is their first design for the offshore renewables segment to be built. The ship is currently under construction at the Fjellstrand yard.



The other **ULSTEIN** designed nominee is Heerema's deepwater construction vessel '**Aegir**', competing for the Support Vessel of the Year Award. The '**Aegir**', a customized **ULSTEIN SOC 5000 design**, is a versatile vessel that allows for quick change between various operational modes (J-lay, reelay, heavy lift). She has the unique capability of being able to execute complex infrastructure and pipeline projects in ultra deep water, while offering sufficient lifting capacity to install platforms in relatively shallow water. The range of operational modes allows its clients to execute projects with less vessels and sailing time, making a contribution to sustainable operations.

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## Seabulk Tankers Places Order for One Coastal Chemical & Petroleum Articulated Tug and Barge Unit

**Seabulk Tankers, Inc.**, a wholly owned subsidiary of **SEACOR Holdings Inc.**, entered into a contract to construct one 185,000 barrel coastal chemical & petroleum Articulated Tug and Barge (ATB) unit. The barge will be constructed by **DonJon Shipbuilding** and the tug will be constructed by BAE Systems. Delivery is expected in the first half of 2016. Daniel Thorogood, President and COO of **Seabulk Tankers, Inc.**, commented, "This ATB order brings additional capabilities to Seabulk's growing fleet and positions us to service existing and developing customer requirements with modern, efficient equipment." Seabulk Tankers operates and leases double-hull, U.S.-flag, petroleum and chemical carriers. The fleet transports crude oil, clean and dirty petroleum products and specialty chemicals in both the domestic and foreign trades. See also : [www.seabulktankers.com](http://www.seabulktankers.com)

## IHC Merwede selects Croon and Bakker Sliedrecht for three new pipe laying vessels

For many years [Croon Elektrotechniek](#) and [Bakker Sliedrecht](#) have been partners, working successfully together,



for instance for IHC Merwede. This partnership, known as [Combinatie Croon Bakker \(CCB\)](#), was granted the order for some outstanding work: delivery of the complete electrical installations, propulsion and automation for three new PLVs to [Subsea 7](#). These complex and high-grade vessels will be in the best operational class of their market segment. The new order means that after having completed a series of four pipe-layers and a 'diving support vessel' built by [IHC Merwede Croon](#) and [Bakker](#) will once again work on three PLVs. These will also be built at the [IHC Merwede Shipyards](#) in Krimpen aan de IJssel and Kinderdijk.

### Identical design

The new ships are identical to the IHC Merwede type 30 design of the [Seven Waves](#), which is being completed at the moment. It has a length of 146 metres, a beam of 30 metres and with a class DP2 system (Dynamic Positioning) these ships are built to transport, lay and install flexible pipes and systems up to a depth of 3000 metres.

[Croon](#) and [Bakker Sliedrecht](#) are responsible for energy generation, distribution, electric drives, automation including DP2, cabling including the High

Voltage installation (total 22 MW) and more. The completion period is scheduled between the third quarter of 2015 and the third quarter of 2016.



## Shell Awards Infield Support Vessel contract for Prelude Floating Liquefied Natural Gas to KT Maritime Services Australia Pty Ltd.

[Shell Australia](#) has awarded a major contract for the design, construction and operation of three Infield Support Vessels (ISVs), which will create approximately 80 local jobs and support its [Prelude FLNG Project](#), located 475km north-north east of Broome, in Western Australia.

Perth-based **KT Maritime Services Australia Pty Ltd**, a joint venture partnership with **KOTUG International B.V** and **Teekay Shipping Australia Pty Ltd**, will supply three 42 metre-long, 100-tonne bollard-pull vessels to assist in



product offloading during the operations phase of the project. The ISVs will operate out of the Port of Broome on a rotation. The vessels have been specifically designed to meet the **Prelude FLNG** facility's unique marine services requirements which include tanker berthing and offshore operations support, including emergency response, for a period of at least 25 years. The contract is expected to create approximately 80 new Australian jobs and

includes commitments to the employment of Indigenous trainees supported by Aboriginal Marine Services based in Perth.

"This is a very significant contract when it comes to the ongoing operation of **Prelude FLNG**, and our key priorities in awarding the contract were finding a partner who could deliver the vessels and services safely, and secure good local employment and training outcomes," said Shell Australia Country Chair, Andrew Smith. "This contract is an example of the long term benefits of **Prelude FLNG**. During the operations and maintenance phase we expect to spend at least \$200 million per year on local content, this is a very positive level of investment into the Australian economy." **David Parmeter**, Director, **KT Maritime** said "To be part of Shell's first deployment of Floating LNG technology is an important milestone for our business, and we look forward to supporting the Prelude FLNG development throughout its operations." "This joint partnership combines the technical innovation and expertise of KOTUG, with Teekay's experience as a marine operator in Australia." Fellow **KT Maritime** Director Mr **Ard-Jan Kooren** said "We are proud to be working with **Shell Australia** in pioneering FLNG technology, and look forward to changing the game together over the decades ahead."



The 2010 Lurssen built CYM flag super yacht **PACIFIC** entering Grand Harbour, Malta from sea trials berthing at the Valletta Cruise Port Pinto 4 Wharf on Tuesday 11th February, 2014.

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)**

## The CMA CGM Group reinforces its position in Africa



2014 will be for the **CMA CGM Group**, the world's third largest container shipping company, the year of African ambition. At this occasion, the **CMA CGM Group** is pleased to announce the launch of its new advertisement campaign in Africa thus reaffirming its ambition to expand further on this continent.

This new campaign, uses a **CMA CGM AFRICAMAX** vessel specially built to optimize operations in African ports, reasserts the Group's position as leader in the transport market through a global offer of both maritime and inland services. Present in Africa since 2001, when the WAX trade was created – linking West Africa with China – and

consolidated with the acquisition of DELMAS, the maritime transport expert in Africa, in 2006, the CMA CGM Group is now the leading transport in Africa.

With 72 offices in 43 countries, 25 maritime services, 1 300 employees, the CMA CGM Group has transported over 1 200 000 TEU (twenty-foot equivalent unit) in 2013 from/to Africa. Already well-established in Africa, the Group aims at reinforcing its maritime services with the opening of new trades and calls, developing the creation and modernization of its ports infrastructures, extending its solutions for intermodal transport so as to deliver cargo inland and creating new logistic platforms offering a wide range of additional services to its customers (storage, stuffing...).

Since January 2014, the CMA CGM Group has continuously developed in Africa:

January 2014: CMA Terminals, 100% subsidiary of the CMA CGM Group, sign an agreement for a stake of 25% of Lekki Terminal, in Nigeria.

January 2014 : the launch of a new feeder dedicated to Mozambican ports : « Rhino Express »

January 2014 : the launch of the Noura Express, a new service linking the world with Somalia through CMA CGM's hub in Khor Fakkan.

February 2014 : the launch of a second container platform, the TCD2, in Dakar, enabling the Group to reinforce its position as leader of the import/export market in Senegal.

February 2014 : the launch of two new agencies in Mauritania, in Nouakchott and Nouadibhou.

With this campaign highlighting the Group's activities in Africa, CMA CGM reaffirms its ambition to expand in Africa, to better serve its clients at sea and on land and to strengthen its leading position. **Source: CMA CGM**



SAL's **LONE** departing from Bremerhaven after drydocking – **Photo : Capt. Radboud Polee ©**



the "Iligan Sea Carrier 1" was spotted at anchor in Malamban Bay , she has had work done recently at Tsuneishi ship yard **Photo : Captain Edward Fitzek ©**

## Middle East crude tanker rates rise

Crude oil tanker earnings on the major Middle East route were higher this week with firmer bookings by buyers in Asia bolstering sentiment. The world's benchmark VLCC export route from the Middle East Gulf (MEG) to Japan reached W58.47 in the Worldscale measure of freight rates, or \$38,159 a day when translated into average earnings.

That compared with W52.07 or \$27,832 a day on Monday and W47.17 or \$19,632 a day last Tuesday.

"A busy start to the week as most of the remaining February requirements, (which were actually quite a few), get covered which allowed rates to move up," broker Marex Spectron said. Omar Nokta of Global Hunter Securities added: "VLCC bookings have been more active this week and rates are rising.

Fixtures have been centered around late February and early March in the Arabian Gulf." Last month average earnings reached \$61,630 a day their highest level since Feb 2010 before a rally lost steam. "As refineries head into maintenance in Q2 we expect rates to move into more subdued territory although clearly recent months have highlighted the potential for upside," consultants MSI said. VLCC rates from the Gulf to the United States were at W33.08 on Tuesday versus W31.12 on Monday and W30.46 last Tuesday. In contrast, Black Sea and Mediterranean crude tanker rates continued to weaken after rallying last month to their highest since 2008 as weather related disruptions in the Turkish Straits raised the cost of transporting cargoes.

Rates for suezmax tankers on the Black Sea to Med route fell to W62.92 or \$6,439 a day. That compared with W65.40 or \$8,956 a day on Monday and W79.56 or \$21,792 a day last Tuesday. Cross Mediterranean aframax tanker rates were at W80.75 or \$4,655 a day on Tuesday. That compared with W80.50 or \$4,831 a day on Monday and W93.40 or \$12,666 a day last Tuesday. "Suezmax weakness was the result of a buildup of available vessels in the Mediterranean and Black Sea combined with fewer available cargoes in West Africa," said Justin Yagerman of Deutsche Bank. Average earnings per day are calculated after a vessel covers its voyage costs such as bunker fuel and port fees. **Source: Reuters**

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## Taiwanese Lines Bullish on Cheaper Oil

Executives of Taiwanese shipping lines Evergreen International (Evergreen) and Yang Ming Marine Transport (Yang Ming) predict improvements in the container shipping markets this year thanks to anticipated economic improvements and lower oil prices, the Want China Times reports. Increased supply of U.S. shale oil, along with changes in U.S. monetary policy that may reduce oil price speculation, is likely to keep oil prices down.

Meanwhile, Hsieh Chih-jien, vice president of Evergreen, cited International Monetary Fund (IMF) growth predictions of 2.8 percent for the U.S., 1 percent for Europe, and 3.7 percent for the global economy as a whole. Increased supply of U.S. shale oil is likely to keep oil prices down Lu Feng-hai, chairman of Yang Ming, said increased dismantling of ships, slow steaming and the suspension of some shipping routes is likely to reduce the growth of effective capacity, helping to keep the supply of vessels under control.

Hsieh also said shippers should avoid a price war during off season to protect the industry's overall interests.

Evergreen and Yang Ming have both been making efforts to reduce their fleet's fuel consumption in an effort to improve their competitive positions. **Source : Ship & Bunker**

## Famous lifeboat returns home after revamp

THE Tyne Lifeboat, the second oldest in existence, is today back in place after spending six months being renovated.



The Grade II-listed boat, built by J. Oliver from South Shields in 1833, served the town for more than 60 years and saved 1,028 lives. It was placed on public display on South Shields seafront in 1894 as a permanent reminder of the skill and bravery of the men of the Tyne Lifeboat Institution.

The intricate renovation has been made possible with help from South Tyneside Council's Riverside community area forum and delivered by a team of 30 volunteers from the North East Maritime Trust.

This morning, the lifeboat was lifted by crane back into place at the vessel's permanent home in Pier Parade, near the new swimming pool and leisure complex, Haven Point. Coun Audrey McMillan, vice chairman of the council's foreshore steering group, said: "We are very proud of our rich heritage in South Shields, in particular The Tyne Lifeboat. "That is why the renovation programme was such an important project to make a reality.

"The commitment and hard work by the Council and the North East Maritime Trust has reinvigorated a symbolic regional and international piece of maritime heritage. The investment of time, research and craftsmanship will be enjoyed by residents and visitors to South Shields for many years to come, and beautifully complements all of the regeneration work being delivered across the town." The finishing touches will now be put in place before an official launch event at the end of February. After the launch, the lifeboat will be lit up each evening to enable people to see the wonder craft in all its splendour. **Source : The Shields Gazette**

## Is This a New Vital Indicator to Follow for Dry Shipping?

Historically, there have been a variety of factors to look for that directly affect shipping rates and the fortunes of companies such as DryShips, Diana Shipping, Safe Bulkers , Baltic Trading Limited, and Star Bulk Carriers. Most

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analysts, executives, and investors are laser-focused on iron ore demand and production figures as they predict where the dry shipping market is heading. However, Castalia Advisors offers a new indicator that challenges analyst expectations.

A summary of a report by Global Hunter Securities echoes what many experts are claiming about dry shipping. Global notes that rates have been decimated so far in 2014, citing for example that Capesize ship rates have fallen from around \$40,000 to \$10,000 per day, a decline of 75%. The firm believes there are a "multitude of factors [it] sees evaporating by mid-February." For DryShips as an example, Capesize rates daily rates don't affect them directly, but lower Capesize rates puts downward pressure on smaller ship rates which does negatively affect DryShips.

Global notes that terrible weather inland had stopped and slowed vast shipments of iron ore and coal from making their way to ports. This bad weather is common in the December through January time frame and gets magnified by the Chinese New Year celebration. That tends to result in an annual reduction in economic activity. Dry shipping stocks on average fell 14% in January, Global adds, and the firm believes it resulted in an opportunity to buy. The holiday season will soon end as well will the storm season on two continents, and Global believes rates and the dry shipping stocks will rise. In Global's summary, it didn't mention any specific names other than to say "the equities," but names such as DryShips which are directly affected by the daily spot rate would fit his implication.

This group believes an improvement in rates and stocks is not as simple as Global makes it out to be. Castalia is of the opinion that the foremost determining factor is "now more of a function of Chinese credit markets and the People's Bank of China ("PBoC"). The PBoC and credit markets, Castalia implies and explains, has been artificially holding demand out of China. Shipping expert Jay Goodgal went into detail about this two months back. Basically Castalia recommends that everybody follow closely the economic policies out of China because the domino effect from them will make or break the entire dry shipping market for the foreseeable future. As an example, he cited the "Unofficial Economic Stimulus" from the China Development Bank back in August. From there, credit became easy again which led to massive quantities of iron ore being ordered and a sharp rise in shipping rates. Now that the effect seems to have worn off, Castalia reasons, another stimulus will be needed to get shipping rates going again.

Castalia does admit that a strong grain harvest out of South America could reduce its negativity, but it believes that's the only other event to watch for and even relying on that one has a risk. In Argentina the peso has been crashing compared to the U.S. dollar so the farmers there have an incentive to delay grain shipments because delaying could result in getting more U.S. dollars after a rebound in the country's currency. Fools should follow the economic policies out of China closely. Castalia could be wrong and Global could be right, in which case rates would rise anyway whether there is stimulus from China or not. However, what they both agree on is that if there is in fact economic stimulus out of China, rates should have another surge, as will the stock prices of dry shipping companies. So if you learn of a new stimulus out of China, be ready -- it should mean "game on" again for dry shippers.

They said it couldn't be done. But David Gardner has proved them wrong time, and time, and time again with stock returns like 926%, 2,239%, and 4,371%. In fact, just recently one of his favorite stocks became a 100-bagger. And he's ready to do it again. You can uncover his scientific approach to crushing the market and his carefully chosen six picks for ultimate growth instantly, because he's making this premium report free for you today. Click here now for access. **Source: Motley Fool**



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The **COASTAL CHARIOT** is the latest fleet addition for **ACTA MARINE** Seen in Harlingen whilst outfitting her with her Legendijk crane. Photo : ACTA Marine ©

## NAVY NEWS

### Thai naval ships stop over

A FRIENDLY five-day stopover by three Thai naval ships generated much interest over the weekend for enthusiasts and curious visitors who rarely get the opportunity to get onboard a warship. Thai frigate, China-built **HTMS Kraburi**



**Type 053**, a 103m-long and 1,900-tonne vessel, was the star attraction as it berthed along the Swettenham Pier recently.

Primarily used for anti-submarine warfare it is also equipped with anti-aircraft weaponry. Its sister ships, **HTMS Saiburi** and patrol vessel **HTMS Naratiwat**, were anchored off shore. The Royal Malaysian Navy (RMN) welcomed their Thai counterparts with a delegation of RMN top brass stationed in the northern region and a rousing RMN naval brass band as the ship went into dock. Commander of the Royal Thai

Naval Cadet Training Unit Rear Admiral Vasinsan Chautavarin said it was an honour and a privilege to visit Penang. "Meeting my Malaysian counterparts with whom I have held many joint exercises will help strengthen bilateral ties between our forces as well as maintain the cordial relations between both countries." He said there were 695 crew members on board the three ships. A total of 283 crewmen were naval cadets. The cadets would be trained in navigation, combat systems, seamanship and perform simulated missions. Present were KD Sri Pinang commanding officer Abau Endin Boon, Penang Resident Naval Officer Lt-Cmdr Zakirunizam Ismail and Thai Consul-General Srirat Vathesatogki. The public was allowed to visit the ship on Monday Source : New Straits Times

# Navy asked to submit report over INS Vikramaditya

The defence ministry has asked the navy to submit a detailed report on the glitches that **INS Vikramaditya** faced during its 42-day journey from the north Russian port of Sevmas to the Karwar naval base in Karnataka.

Navy chief admiral DK Joshi had on Monday met defence minister AK Antony and explained the force's views on the glitches that the aircraft carrier, India's largest and most expensive warship, encountered during its home-bound voyage.



Joshi met the minister on a day HT reported that the \$2.33 billion (Rs 13,980 crore) carrier, bought second-hand from Russia and delivered five years behind schedule, had faced embarrassing glitches during the voyage. The navy chief reportedly informed Antony that the 44,500-

tonne warship had faced no "major issues."

"The navy has clarified some points but it has been asked to submit a comprehensive account of the warship's journey and the problems it faced, major or minor," a source said. The carrier had reportedly suffered a boiler breakdown, compromising its ability to negotiate choppy seas. The tanker accompanying the warship had also failed in a refuelling mission off the Portuguese coast, as reported by HT on Monday. The defence ministry has also flagged concerns over reports that some crew members on board the ships that escorted **INS Vikramaditya** may have posed a security risk by uploading the warship's pictures on social media. The navy is currently going through a rough patch, with the past six months witnessing 10 accidents. **Source : The Hindustan Times**

An advertisement for THB Verhoef bv. The background is a blue sky with white clouds over a blue sea. The company logo, a stylized 'AV' in blue, is on the left. The text 'THB Verhoef bv' is in large blue letters, with 'Key components for medium speed diesel and gas engines' below it. A QR code is in the top right. At the bottom, there are logos for Märkisches Werk, GOETZE, QUAD, Miba (Innovation in Motion), and MARIDIS GmbH (Maritime Diagnostic &amp; Service). The website 'thbverhoef.com' is written in large blue letters. At the very bottom, contact information is provided: 'Zadelmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412100, F: +31 180 418757, E: sales@thbverhoef.com'.

## Indonesia Refuses to Budge in 'Usman Harun' Navy Boat Fiasco



Indonesia's top military official brushed off criticism over the naming of a naval vessel after two men responsible for the fatal 1965 bombing of an office tower in Singapore, dismissing recent outcry in the city-state as "not a big deal."

The Indonesian Navy's three newest frigates (from right): **KRI Usman Harun 359**, **KRI John Lie 358** and **KRI Bung Tomo 357**. Photo source: **Indonesian Navy**

"Our relationship with Singapore is fine," Indonesian Military

(TNI) chief Gen. Moeldoko said on Monday. "The dispute about the naval ship name is only one small hurdle. It's normal."

Singaporean officials criticized the decision to name a retrofitted frigate "KRI Usman Harun" as insensitive after the news was reported in the Indonesian daily newspaper Kompas. But the complaints have fallen on deaf ears in Jakarta, where Indonesian officials insisted that the plan will move ahead, calling the two men — Usman Haji Mohamed Ali and Harun Said — national heroes for their roles in the March 10, 1965 Orchard Road bombing.

"Nothing will change," Moeldoko said. "We decided long ago to take a historical approach when naming [naval vessels]. Some of them are Usman and Harun, [but] we also used Diponegoro and there was never a problem."

The two marines were declared national heroes after being executed in Singapore for bombing the MacDonald House office tower, killing three and injuring 33 others, in a failed attempt by former President Sukarno to destabilize Singapore — then part of the newly formed nation of Malaysia. Sukarno ordered the military to stage a campaign of "konfrontasi" with the former British colony over the inclusion of Sabah and Sarawak, both in Borneo, as part of the Malaysian federation.

The bombing, and subsequent execution of the two men, dealt a serious blow to diplomatic ties between the fledgling city-state and the Republic of Indonesia. Ties were mended in 1973 by a visit by Singapore's then-Prime Minister Lee Kuan Yew to the soldiers' ceremonial graves in Kalibata Heroes Cemetery, in South Jakarta.

Singapore's foreign ministry issued a statement last week airing concern over the decision, urging Indonesia to consider "the impact this would have on the feelings of Singaporeans, especially the families of the victims."

"The two Indonesian marines were found guilty of the bombing which killed three people and injured 33 others," the statement read. "Singapore had considered this difficult chapter in the bilateral relationship closed in May 1973 when then-PM Lee Kuan Yew visited and scattered flowers on the graves of the two marines."

The city-state revoked an invitation to 100 members of the TNI to perform at the opening of this year's Singapore Air Show after Indonesian officials refused to budge on the matter. Singaporean officials also cancelled a planned meeting between top members of the defense ministries in light of the naming controversy.

But Moeldoko said the city-state's objections held little sway in Jakarta. The capital also plans to name a street after the pair. "It's no big deal," he remarked. "If they want to cancel [the invitations] then please do so."

Senior Golkar Party politician Hajriyanto Tohari dismissed the criticism outright, explaining that it was best to ignore Singapore's outrage entirely, according to the state-run Antara News Agency.

"Singapore was indeed outrageous as it does not know that Usman and Harun were Indonesian national heroes," the People's Consultative Assembly (MPR) deputy speaker said, according to Antara.

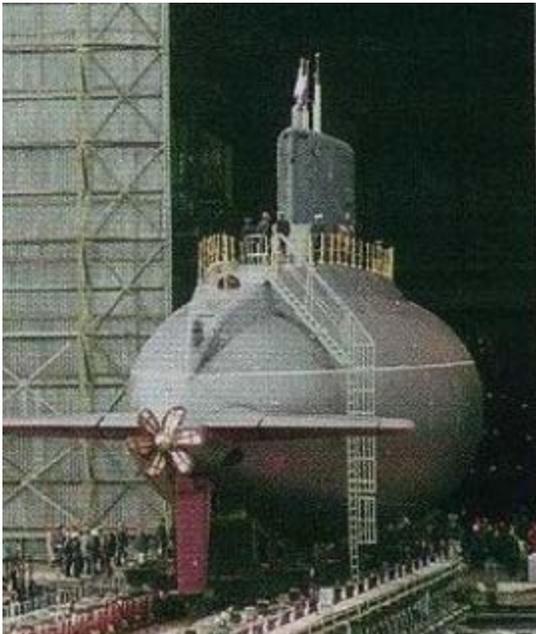
Chief security minister Djoko Suyanto said he understood Singapore's concern, but added that he saw no issue with naming a naval vessel after two men convicted of the unprovoked bombing a civilian building. The men, members of

the Indonesian armed forces, were merely following orders, Djoko said. The naming will go ahead as planned, he explained.

This recent diplomatic dustup is the latest to test ties between the neighbors. In the late 1990s, then-Indonesian president B.J. Habibie referred to Singapore as little more than a “little red dot” on the map. The nations traded more recent barbs last year when thick haze blanketed the city-state from brushfires in Riau, Sumatra. The haze, an annual problem, prompted another wave of condemnations from both sides. **Source : The Jakarta Globe.**

## **India to manufacture indigenous submarines soon**

**Navy currently has just about 10 functional submarines**



With its underwater arm severely depleted, India is preparing the ground to launch an indigenous submarine design and development plan. In the first step, the Defence Research and Development Organisation (DRDO) will set up an agency in Hyderabad to test and certify the steel that will be used in making the indigenous submarine.

The underwater vessel will be made using the same DMR-249A and 249B steel – manufactured by the Steel Authority of India Ltd – that was used to make aircraft carrier Vikrant and P-28 missile corvettes. “For underwater applications, we need extensive certification while for surface ships, if the material’s property matches with the benchmark, it could be used. The new agency will have best equipment to test the properties of naval steel,” G Malakondiah, one of the chief controllers at DRDO, told Deccan Herald.

The first industrial scale trial of submarine steel was accomplished successfully. Now, the material needs intensive testing for which the agency would be set up in two years. “The unit would be located close to Defence Metallurgical Research Laboratory, he said.

A parallel effort is on to develop suitable welding technologies and consumables for submarines at Naval Material Research Laboratory, Ambernath.

After the massive accident of INS Sindhurakshak last year, Navy currently has just about 10 functional submarines, most of which are pretty old. Realising the consequences, the government has decided to upgrade four Kilo-class and two HDW-class submarines.

India has purchased six French Scorpene submarines, which are under construction at Mazgaon Dock Limited. The first one is expected in 2016, to be followed by a new submarine in every nine months. The defence acquisition council approved a second submarine assembly line (P-75I) under which four submarines (out of six) will be built within the country (three at Mazgaon Dock and one at Hindustan Shipyard, Visakhapatnam on transfer of technology) while the remaining two will be made at the collaborator’s yard abroad. “Tender requirements for P-75I (request for proposal) have been firmed up. It took some time as we wanted to involve four-five major shipyards and had detailed discussions with them,” said Rear Admiral LVS Babu, assistant chief of naval staff (submarine). The two assembly lines would be the stepping stone for indigenous submarine production as engineers and technicians at the dockyards would receive training and gather experience to take up the challenge. **Source : Deccan Herald**

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### Keppel Shipyard under probe by MOM over unpaid wages

**Keppel Shipyard** is being probed by the Ministry of Manpower (MOM) over claims that its sub-contractor owes wages to its workers. The Straits Times reported on Monday how 120 shipyard workers hired by Akash Engineering and Technology almost went on strike last month. They said their employer had not paid them salaries of up to 3 1/2 months.

The employees - 100 Bangladeshis and 20 Indians - were talked out of their plans by the Migrant Workers' Centre.

The MOM has since been investigating the sub-contractor for possible breaches of the Employment Act. **Source :** straitstimes

### Lockport shipyard a finalist for \$10.5 billion Coast Guard project

**Bollinger Shipyards would receive \$22 million for design**

Lockport-based **Bollinger Shipyards** is one of three finalists in a bid for a \$10.5 billion contract to build the U.S. Coast Guard's next generation of offshore patrol cutters, U.S. Sen. Mary Landrieu, D-La., said Tuesday.



Bollinger will receive \$22 million to further develop its concepts for the cutter, along with Panama City, Fla.-based Eastern Shipbuilding Group and Bath, Maine-based Bath Iron Works. The company whose bid is selected is expected to employ 2,500 people to build the new cutters. In the meantime, 200 skilled and engineering jobs are expected to be created at each shipyard as they prepare the next phase of designs and plans for submission to the Coast Guard.

The finalists were selected from a pool of eight shipbuilders that made submissions. The Coast Guard wants to acquire 25 of the patrol cutters, with the eventual finalist expected to begin production as early as 2016.

"The new Offshore Patrol Cutters will be the most technologically advanced ships in the Coast Guard's fleet," Landrieu said in a news release. "Our Lockport shipyard is uniquely equipped to develop and build this new fleet, but more importantly, winning this contract means that good-paying, high-skilled jobs will be created right here in Louisiana."

Landrieu is the chairwoman of the Senate Homeland Security Appropriations Subcommittee, which determines bids on military contracts. Boysie Bollinger, a Republican leader who is CEO and chairman of Bollinger, endorsed Landrieu's 2014 re-election bid. **Source : Daily Comet**

## **Shipyard Pella buys Sietas shipyard (Germany)**

**Shipyard Pella** (Leningrad region) has acquired shipyard **Sietas** (Germany) which became a bankrupt two years ago and had been looking for an investor ever since, press center of Sietas informs. By the end of 2016, Pella is going to raise the number of the shipyard personnel from 120 to 400. Besides, Pella plans to invest at least EUR 15 mln into Sietas infrastructure by the end of 2016.

The purchase-and-sale contract has been signed with Terraline GmbH (Hamburg, Germany, owned by Pella.) which will be renamed Pella Sietas GmbH when the sale is closed. The deal comes into effect from March 10, 2014. The parties have agreed not to disclose the amount of the transaction. "The Buyer undertakes to operate the enterprise as a shipyard for at least eight years", the statement says.

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**

## **Swiber expands existing shipyard facilities with the securing of second shipyard lease**

**Swiber Holdings Limited**, a world class integrated construction and support services provider to the offshore oil and gas industry, has successfully secured an additional lease at Tuas Crescent, which when combined with its existing shipyard, will form a comprehensive marine support base for its offshore construction activities, the company said in its press release. Its wholly - owned subsidiary, Newcruz Shipbuilding & Engineering Pte Ltd ("Newcruz"), has secured this additional lease from Jurong Town Corporation ("JTC") till 2021. This lease, which is next to Newcruz's existing shipyard is slated for integration to expand its existing yard services capacity and to provide additional bandwidth for berthing facilities.

Commented Mr. Francis Wong, Group Chief Executive Officer and President of Swiber, "This additional lease secured by Newcruz will provide the necessary infrastructure to meet the increased demands for in - house auxiliary shipyard services; achieving seamless vertical integration for the Group and creating the competitive advantage for Swiber in the offshore oil and gas industry." Newcruz had obtained its first lease from JTC for an existing shipyard that is located at 23 Tuas Crescent. The existing shipyard holds a two - storey main building and a single - storey workshop as well as facilities such as a slipway, wharf and working yard. The combination of the existing shipyard, with lease also extending to 2021, with the secured second lease will create a total area of over approximately 3.6 hectares and strategic waterfront land of 220 metres; extending the repair and conversion facilities for its fleet of vessels and creating an enhanced offshore fabrication capacity for structure mass of up to 300 tons."This is also testament to Swiber's commitment to its own strategic plans in the offshore marine and construction business and is in line with its overall strategy to be a world class integrated construction and support services provider to the offshore oil and gas industry," concluded Mr Wong.

Swiber is a world class integrated construction and support services provider to the offshore oil and gas industry, offering a wide range of offshore EPIC and marine support services across the Asia Pacific, Middle East, and Latin America regions. Since its foundation in 1996, Swiber has been dedicated to building the company into a leader in the offshore oil and gas industry. Today, Swiber is a public - listed company on the Singapore Stock Exchange with an eminent position among global offshore oil and gas engineering and construction organisations. With an extensive and growing operating fleet of 65 vessels, comprising 49 offshore vessels and 16 construction vessels, and more than 3200 employees in over 40 different nationalities in strategically located offices in the region, the Swiber name is synonymous with excellence, safety, innovation and value among its customers. In September 2008, Swiber was featured on Forbes Asia's "Best under a Billion" list, an honour given to the top 200 Asia - Pacific companies with

consistent growth in both sales and profits over three years. Swiber continues to ascend the ranks of the nation's "Top 100 Brands" in the Brand Finance's Annual Report, ranking as one of the nation's top 100 Brands in the Brand Finance's Annual Report of "Singapore's Intangible Assets and Brands" with AA - Brand Rating consecutively for 2010 to 2012. In 2012, Swiber has emerged a winner in Securities Investors Association (Singapore) ('SIAS')'s Singapore Corporate Governance Award. All these reaffirm Swiber's rapid growth as an EPIC player that is well - positioned to capitalise on the upswings of the offshore oil and gas sphere. Source : PortNews

## VT Halter Marine launches Bouchard tug barge at Escatawpa shipyard



VT Halter Marine in Escatawpa launched the ocean-going articulated tug barge **Denise A. Bouchard**. Construction of the 112-foot vessel began in March 2013, and the keel was laid in May 2013 at VT Halter Marine's Moss Point Marine facility in Escatawpa.

Upon delivery, the ATB tug will be paired with Barge B. No.284 and enter into Bouchard's fleet service in New York, N.Y. "VT Halter Marine is proud to share the launch of the ocean-going ATB Tug Denise A. Bouchard with our long-standing customer, the Bouchard family," VT Halter CEO Bill Skinner said. "We look forward to a continued, strong partnership for many years to come." The 4,000 hp tug is classed by ABS as A1 towing vessel, dual mode, and is equipped with an Intercon Coupler System. "**Bouchard Transportation Co. Inc.** is pleased with another successful launching by **VT Halter Marine** and looks forward to the delivery of the tug Denise A. Bouchard, an addition to our growing fleet of Intercon tugs and barges," said Morton S. Bouchard III, president and CEO. Source : GulfLive

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## Transas secures two prestigious VTS contracts in Bulgaria

**Transas Marine** has signed contracts with the Bulgarian Ports Infrastructure Company (BPI Co) for the implementation of two significant Vessel Traffic System projects in Bulgaria. The first project involves completion of the second phase of the Bulgarian River Information Services project (BulRIS II). Under this contract Transas will supply and install a Vessel Traffic Management Information System compliant with all European standards and technical requirements for the River Information Services.

The system will ensure real-time data exchange between the River Information sites located along the Danube River and the main RIS centre in Ruse. It will facilitate management of inland waterway transport and streamline related logistics processes, thereby contributing to a more efficient utilization of the inland waterways. The project will run for the next 18 months and is scheduled for completion during 2015.

The second project includes implementation of the National Vessel Traffic Management and Information System (VTMIS) project – Phase III. According to the contract, Transas will upgrade existing Bulgarian VTMIS and extend its coverage area and functionalities. Transas will install Radar, AIS, CCTV, RDF, VHF and GMDSS subsystems which will be integrated in a single maritime information system. The phase III of the National VTMIS project is included in priority axes IV of the Operational Programme "Transport" – "Improvement of the maritime and inland-waterways navigation". The part of the system has been constructed during the first and the second phases and is already functional.

## NAO contracts two vessels from ULSTEIN



The offshore shipping company Nordic American Offshore (NAO) has contracted two platform supply vessels (PSVs) of **ULSTEIN's PX121 design**. These vessels will be number seven and eight which NAO buys from ULSTEIN. In December 2013, NAO invested in six vessels of the PX121 design, which had been constructed at Ulstein Verft. The two new vessels are planned for delivery from Ulstein Verft in January 2015. The total value of these eight vessels exceeds NOK 2 billion.

"We are very pleased that Nordic American Offshore has chosen ULSTEIN when expanding their fleet of PSVs," comments CEO Gunvor Ulstein, Ulstein Group. In total, ULSTEIN has currently sold 18 vessels of this design. The six previously built at Ulstein Verft have all been working on firm contracts in the North Sea. Ten are constructed or under construction at yards in China or southeast Asia.

ULSTEIN's decision to focus on these ship types resulted from careful market analysis. In the North Sea, these PSVs are considered medium-sized, and they have an optimum combination of fuel efficiency and deadweight. They have a capacity and performance that approaches those of larger PSVs. They can take on most of the tasks usually handled by slightly larger PSVs. Both investment cost and operating cost are lower.

The new NAO vessels will be hull number 303 and 304 at Ulstein Verft, which currently has five vessels on order.

## Port of Rotterdam puts into use new lay-by berths for small container vessels

The **Port of Rotterdam Authority** has put into use three public lay-by berths for feeder and short sea ships on the Maasvlakte. This will save shipping companies valuable fuel and time in particular. Two berths are at dolphins in the continuation of the Rhenus terminal in the Europahaven (port number 8235). The third location is at the dolphins at a short distance from the GDF Suez quay in the Beerkanaal (port number 8025). The investments were in the region of €4 million, the company said in its press release.

With throughput of almost 12 million standard containers (TEU), Rotterdam is Europe's largest container port. According to the Port Vision 2030, the percentage of units shipped in and out by small coastal container vessels will increase from 30% in 2010 to 40% in 2030. Most of these ships call at several container terminals and sometimes have to wait in the meantime. If they can do this nearby and free of charge, that saves fuel and time. **Source :** PortNews



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## **Helix Announces Contracts with Petrobras for Two Vessels**

**Helix Energy Solutions Group, Inc.** announced today ces offshore Brazil. Helix will be providing the services with two newbuild chartered monohull vessels, which will be built at the Flensburger shipyard in Germany for Siem Offshore AS (Siem).

Helix will provide the topsides and manage the integration of the well intervention equipment onto the vessels, while Siem will be responsible for the monohull build and oversee the construction at the shipyard. Siem will be the owner of the vessels, and charter both the vessels and marine crew to Helix for an initial period of seven years. Helix's aggregate investment in the topside equipment for both vessels is expected to be approximately \$260 million. The initial term of the contract with Petrobras is for four years with options to extend. The first vessel is expected to be in-service for Petrobras mid-2016, with the second vessel to follow later that same year.

Owen Kratz, President and Chief Executive Officer of Helix, stated, "Brazil represents a significant opportunity for Helix, as does a relationship with Petrobras. This is a major step forward in the execution of our strategic goal to be the best-in-class global leader to rig alternative intervention. This award demonstrates the capacity for Helix to provide innovative solutions to fit the client need backed by our proven reliable track record." **Source :** Wall Street Journal

**.... PHOTO OF THE DAY ....**



Seen onboard the **WEST CASTOR** in Brunei while filling up the bow leg empty spud can. The air "trapped" created this nearly 30 m spray. **Photo : Richard Qualm - DNV GL – Oil & Gas Thailand ©**

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