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The brandnew 3500 DWT CREST ATHENA 1 moored in Singapore, The 78 mtr long offshore support vessel is built at the Jiangsu Zhenjiang Shipyard Co Ltd - Zhenjiang JS Yard under hull number VZJ6265-1201 and delivered in February 2014 the vessel is owned by Pacific Radiance and operated by Strato Marine Serv. Pte Ltd  
Photo : Piet Sinke © [CLICK on the photo to view the High Resolution Version !](#)

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The **BOURBON LIBERTY 318** anchored off Singapore last Tuesday - Photo : Piet Sinke – **CLICK on the photo !**

**Lloyd's Register and the UK P&I Club have updated the hugely popular ILO MLC smartphone app and launched a new ISM & ISPS pocket checklist app**

**Both apps are free and are available for iPhone, iPad, and Android devices**

In a fully paperless operation, the apps enable ships' crews and their managers to view necessary legislative and regulatory requirements, save multiple checklists, check off completed activities, add essential notes and send the completed checklists via email. Lloyd's Register and the UK P&I Club have analysed ISM, ISPS and ILO MLC reported deficiencies found by Port State Control. Accordingly, the apps have been designed to help counter the risk of Port

State Control detentions and help companies comply with the legislative and regulatory requirements. The effective implementation of ISM, ISPS and ILO MLC will protect the fleet's reputation and help to get the most out of the company's resources.

Captain Jim Barclay, LR's Port State Control specialist said: "After the release of our first smartphone app for the ILO MLC Pocket Checklist we received very good constructive comments from the marine industry which showed that the app was indeed very helpful, however, there was room for improvement by making the app more interactive. We have taken on those comments and this new edition of the ILO MLC app is enhanced by the improvements requested by the marine industry. "Now, launching another app for ISM/ISPS we can provide further support to benefit both ship and shore based personnel in the course of their duties."

UK Club Loss Prevention Director Karl Lumbers explained: "Just as the MLC 2006 convention aimed to rationalise the complex previous legislation relating to seafarers, we thought it made sense to simplify the compliance process as much as possible via the guidance of a checklist.

"It would be frustrating for our owners to face detention due to simple teething problems with documentation or other proofs of compliance. Both these smartphone apps should empower the master and senior officers to make their ships compliant, guiding them through the necessary steps and providing an immediate note of what has been implemented and what remains outstanding." LR has now produced six pocket checklists in a series that address regulatory compliance requirements which have been well received by the marine industry worldwide. For information about other checklists in this series please visit [www.webstore.lr.org](http://www.webstore.lr.org) or [www.ukpandi.com](http://www.ukpandi.com)



The **GREAT CHALLENGER** outbound from Port-Hedland. Photo : Bas ©

## **Diana Shipping Changed Its Tune. Will DryShips Follow?**

When a large, credible company such as Diana Shipping speaks, you should listen. You would have been hard pressed to find anything negative said by anybody in the dry shipping industry just three months ago. With its latest earning report, that all changed for Diana Shipping. Will DryShips and others echo ?

### **Rewind three months**

Back in November, Diana Shipping president Anastasios Margaronis stated, "Everyone involved in dry bulk shipping should start to accept as an inevitable development of the continued growth of China and its effect on freight rates going forward." "Inevitable" is a strong word. Margaronis added, "According to Commodore Research, production in

India and demand commodities, particularly iron ore and coal, will continue to grow going forward." Again, this is quite bullish.

Diana Shipping executives went on to forecast in detail rising demand, stabilizing steel prices, greater increase in iron ore stockpiles, increased shipments of coal, and the like. The company was so confident in the state of the dry shipping industry, that it started talking about paying a dividend again as the industry moves into the upper part of the cycle.

### Now the warning signs

The dividend talk was proudly mentioned as being part of prepared statements for this call that occurred three months ago. For the most recent call, talk about dividends was dropped entirely. In fact, when an analyst asked about it during the Q&A session, it was quickly shot down. CEO Simeon Palios ended his response with, "We do not consider introducing a common stock [dividend] if we don't end up at this part of the cycle." It was in stark contrast to the feel-good, a-dividend-is-coming talk of last quarter.

The more recent Diana Shipping call contained many warning signs and concerns that were cautious at best, but which could be real worries and concerns at worst. On the call, Margaronis noted the seasonal decline in rates that's occurred since the beginning of the year, but he pointed out that analysts are seeing more than just seasonality.

A cited concern is the \$3 trillion debt market that's part of the unofficial banking sector in China. The company fears a "breakdown in the orderly operation" of this resulting in "unthinkable" consequences. China has built up an economic imbalance that could come crashing down, Diana Shipping fears.

Margaronis went a bit against the grain of other executives when he said, "As for shipping the effect from growth in the transportation of bulk commodities could be quite serious and most growth models predicting a favorable supply demand balance will look unrealistic for a number of years." This sounds like he's referring to DryShips and others' optimism as "unrealistic."

Worst case scenario, according to Diana Shipping: "The world's economic growth and the financial system as a whole would be devastated." What a difference three months makes. Ouch.

### DryShips thinks otherwise

It was quite the opposite of the DryShips conference call that was filled with optimistic forecasts. CEO George Economou is "very excited" and sees the supply and demand imbalance finally turning in the industry's favor. He expects rising rates and profits for DryShips and others in the industry. DryShips believes the extreme volatility in the rates and rising ship asset prices both point as evidence to a tightening supply market and smooth sailing ahead.

Economou didn't leave any wiggle room. He called the volatility "a clear sign of a balanced supply demand picture," and the asset prices "a strong indication of current market sentiment." He said point blank in referencing DryShips and the industry, "We are optimistic and expect a sustainable recovery in 2014 and beyond."

### Foolish final thoughts

DryShips and Diana Shipping each have very different strategies on how to operate going forward. DryShips is more confident and is preparing to operate based on daily spot rates instead of fixed long-term contracts. Diana Shipping is obviously more concerned and cautious and prefers to lock into fixed-rate contracts and avoid the risk of potentially declining rates. With so much controversy, different indicators, and conflicting data emerging lately, Fools may want to wait at least a bit to see where it all ends up. **Source: Motley Fool**



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Spotted by newsclippings reader **Cees Kloppenburg** in Port Blair – Andaman Islands (India) the Turkish cruise-ferry **SAMSUN**, the 127 mtr long ferry is built in 1985 at Stocznia Szczecinska, Poland (#B490/04) and is owned by Deniz Cruise & Ferry Lines the ferry is powered by 2 Zgoda-Sulzer GZL 40/48 mainengines for a top speed of 18 knots onboard are 468 beds the vessel was laid up for a long time in Istanbul over the last few years

Photo : Cees Kloppenburg ©

## BMT and Bibby Ship Management Announce Marine Pilot Training Partnership

**BMT Consultants India (BMT)**, a subsidiary of **BMT Group Ltd**, the leading international maritime design, engineering and risk management consultancy, has announced a partnership with **Bibby Ship Management** to deliver training for marine pilots. Based at Bibby's state of the art training centre at St Xavier's Technical Institute in Mumbai, the new partnership will utilise BMT's REMBRANDT marine manoeuvring simulator.



Operating directly from S57 ENC chart data, REMBRANDT is a highly accurate, capable and flexible alternative to Full Mission Bridge (FMB) marine simulators, allowing the user to load any port. REMBRANDT utilises high fidelity ship models that include over 750 parameters, ensuring that the user experiences identical ship to ship interaction, ship to bank interaction, squat and shallow water effects as the real ship would in the same conditions. Simulations can be replayed in video format with track plots and data information printed or saved electronically, providing an

opportunity to analyse the trainees' performance.

REMBRANDT has enhanced tidal current and wind settings to accommodate the unique features of a given port. It can also provide Client Server, a multi-user mode which enables multiple vessels to operate in a single operational scenario; each with independent human control, making it a powerful and effective training tool. BMT has deployed REMBRANDT worldwide in over 125 projects working with a number of leading ship and terminal operators.

BMT and Bibby Ship Management will be focusing on the Asia Pacific Region, the Persian Gulf, the Indian subcontinent and Africa.

Mr Agarwal (Managing Director) Bibby Ship Management explains: "Our aims and objectives in this partnership are to provide pilotage training of the highest standard, catering for all levels of proficiency ranging from entry level to senior

pilots. We will also provide bridge team and resource management training, as well as “Officer of the Watch” training to nautical officers.”



Suren Vakil, Managing Director of BMT Consultants India comments: “BMT has provided specific training and workshops for Adani and Shell pilots at Hazira and all of the pilots working in Mundra. To our credit, the Mundra pilots recently came to BMT for support when they wanted to bring in the biggest container

vessel to have berthed at any Indian port. I look forward to a successful partnership where we make our mark in helping to improve the safety of ports in the Indian sub-continent and elsewhere in the Region.”

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## Lifeboat launch night time rescue after two men stranded off the coast at Weston



Two fishermen had to be rescued in the early hours of Sunday morning when their boat ran aground and filled with water. The local RNLI lifeboat crew had to launch the lifeboats they still keep on Birnbeck Island to rescue them.

In the early hours of Sunday morning flares were sighted off Anchor Head in Weston Bay. Swansea Coastguard called out Weston-super-Mare RNLI lifeboat.

As it was nearly low water the lifeboat crew had to go onto Birnbeck Island and launch both lifeboats housed there.

As reported in the Bristol Post the RNLI is moving the station off the island as the pier is derelict and becoming unusable. The rescue took place about 3.30am in the morning and it was pitch black at the time. The launch was made more difficult because the normal lights on Birnbeck were not working and so the lifeboats were launched in the dark.

The lifeboats made their way to the stranded boat which was just visible on foreshore near Anchor Head. The vessel ran aground on mud but had taken on too much water to re-float. When the lifeboats arrived the boat was almost submerged and both men were in the water. The two men were brought ashore where they were checked for injuries. Charlotte Conroy, lifeboat operations manager said: "This was an exceptional response to a very dangerous situation with the tractor driver having to launch into complete darkness due to no slipway lights. "Without doubt two lives were saved by the rapid response and launch of the Atlantic 75 from Birnbeck Island." **Source : Bristolpost**



The **MSC TRIESTE** arriving in Rotterdam-Europoort – **Photo : Piet van den Berg ©**

## Merseyside to get new super lifeboat thanks to generous donation

Lifeboat volunteers who protect Merseyside's coast are to get a new boat thanks to a generous donation from a former



Women's Royal Naval Service officer. **RNLI Hoylake** will be one of the first crews in the UK to get a Shannon class all-weather lifeboat thanks to the legacy of **Paulette Micklewood**.

The boat, set to arrive early next year, will be named Edmund Hawthorn Micklewood in memory of Miss Micklewood's dad.

The former officer's gift to the charity will be added to funds raised during an appeal which

ended in 2009 to help provide both the new Hoylake lifeboat station and the £2m lifeboat. The RNLI has only just decided to release information of the substantial donation which could help improve life-saving rescue times. John Curry, Hoylake RNLI lifeboat operations manager, said: "This new craft will be the latest in a fine line of all-weather lifeboats to be stationed at Hoylake, which is situated close to Liverpool, one of the United Kingdom's major ports. "The speed and manoeuvrability of the new Shannon class lifeboat, coupled with the capability of the Supacat launch and recovery system, will reduce the time taken to reach casualties and will help Hoylake's lifeboat crew reach 'that hand' before it sinks beneath the waves. "Our very sincere thanks go to the late Miss Paulette Micklewood for her

generosity, which has helped provide Hoylake lifeboat station with such a wonderful, state-of-the-art lifeboat in memory of her father, Edmund Hawthorn Micklewood.”

The new Shannon class lifeboat will replace Hoylake’s current RNLI Mersey class lifeboat, Lady of Hilbre, when she comes to the end of her operational life in early 2015. As the first modern RNLI all-weather lifeboat to be propelled by water jets instead of propellers, the Shannon is the most agile in the charity’s fleet. Capable of 25 knots, the Shannon is 50% faster than the lifeboats it replaces, ensuring that those in need are reached even more quickly than before. Miss Micklewood, who died aged 75 in 2006, was from Devon and loved to sail and work at the coast or on Royal Navy ships in her role as a Wren, both in the UK and overseas. After her retirement, she moved to Oxford to care for her mother, who suffered from Alzheimer’s disease, and also studied for a degree in psychology. She wrote a book to help other carers and became very involved in the Alzheimer’s Society. **Source : Liverpool Echo**



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## New cargo-passenger ship to serve Taiwan-Matsu route



Premier Jiang Yi-huah and his wife on Monday presided over the ceremonial christening and launching of a new cargo-passenger ship that will sail between Taiwan and Matsu later this year.

The 5,000-ton "**Taima Star**" was slowly transferred to the water after Jiang's wife, Li Shu-chen, smashed a bottle of wine against the bow of the vessel at the ceremony held in Kaohsiung. Built by Kaohsiung-based Jade Yachts Shipbuilding Co. at a cost of NT\$1.44 billion (US\$47.5 million), the ship is 104 meters long and 16 meters wide and can carry up to 646 passengers, 28 cars and three mid-size buses or one large-size bus. It is equipped with a special zone for women, a cinema, a chess room and disabled-friendly facilities. "**Taima Star**" is expected to begin service by the end of this year, sailing between the northern port of Keelung and the outlying island of Matsu. **Source : Focus Taiwan**



The large 24.480 bhp Salvage tug **NIKOLAY CHIKER** made a bunker stop in Willemstad (Curacao)  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## KiwiRail fails to maintain ferry lifeboats -

This follows a recent incident in which a lifeboat was damaged because a wire snapped through lack of routine maintenance and checks. Mr Peters says the management decided not to carry out all maintenance when the ferry service came under pressure because of the **Aratere** shambles and other problems.



04-03-2014 : The **ARATERE** in drydock in Singapore for propeller repairs

Photo : Piet Sinke © – **CLICK on the photo to see / download the High resolution version**

"The wires on the lifeboats are changed round because of the salty environment but some management genius at KiwiRail decided to ditch this process and as a result the wire broke damaging a lifeboat. "Then, the same process of thinking was used to save \$34,000 by not repairing the lifeboat so Arahura made a number of sailings minus a lifeboat. "This has happened on one of the roughest pieces of water in the world where **Arahura** has special responsibilities to aid any other vessel and crew in distress." Mr Peters raised the matter in Parliament pointing out

that it was just one of a series of blunders involving KiwiRail - like buying stock from China containing asbestos and creating a mess out of the ferry **Aratere**, which lost a propeller in Cook Strait. "The board and management have proved time and again they are incompetent at best and dangerous at worst. "It's time for radical changes at KiwiRail," says Mr Peters. **Source : Voxy**



## **TITAN Salvage Recognized with Lloyd's List Maritime Casualty Response Award for Costa Concordia Wreck Removal Efforts**



**TITAN Salvage**, Crowley Maritime Corp.'s Houston-based marine salvage, emergency response and wreck removal company, was presented with the prestigious Maritime Casualty Response award during the Lloyd's List North American Maritime Awards ceremony and dinner, held in Houston last week. Accepting the honor before more than 300 people from Canada, the U.S., Mexico, and the Caribbean was TITAN's Chris Peterson, vice president.

The Marine Casualty Response award recognized TITAN's efforts in the Costa Concordia wreck removal project, which met the award criteria of representing an incident that threatened life, the environment and property. When selecting TITAN for the honor, the judges considered the team's

actions that directly attributed to protecting the marine environment during the project, including the team's success in avoiding any additional damage to the wreck site during the parbuckling; the proactive steps taken to restore local flora and fauna; the partnership with the University of Rome to document the environmental, technical and engineering efforts, and more.

The cruise ship Costa Concordia partially sank in January 2012 after hitting a reef off the Italian coast and running aground at Isola del Giglio. Since then, TITAN has worked closely with partner Micoperi, an Italian company specializing in underwater construction and engineering, to refloat the wrecked cruiseliner and tow it away to a port, where it will be scrapped. The project is considered the largest wreck removal project in history.

"It was a true privilege to accept this award on behalf of the TITAN/Micoperi team and the hundreds of people who have worked tirelessly on this project," said Peterson. "The recent successful parbuckling was special for so many reasons and to so many involved, including the residents of Giglio and Italy, our talented team, and the passengers who were impacted. And while we celebrate this, it is also important for those of us who represent an industry that responds to disaster to remember those who have lost their lives as a result of incidents such as this one, and that we honor and respect their families." Also representing the company during the event was TITAN's Daniel Dolson,

manager, marine operations, and Jimmy Nichols, director, business development; Crowley's Scott Craig, director, marine development and compliance; Joe Sohlberg, manager, marine compliance; Bren Wade, manager, marine compliance; Suz Michel, vice president, talent management; and Marine Response Alliance's (MRA) Samina Mahmood, manager.

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## **Concern grows over rising piracy off West Africa**

Grey, sleek, bristling with massive cannon and an assortment of machine guns, the French navy's **Commandant Birot** is well-equipped to patrol Africa's most dangerous stretches of ocean. Vessels like it played a key role in curbing pirate attacks off the coast of lawless Somalia, which saw a spate of cargo ships hijacked and ransomed for months and even years.

But with attacks off the Horn of Africa in decline, the Birot is now needed off the continent's western coast in the Gulf of Guinea, as experts call for regional navies to shoulder more of the burden.

"It's the place where there's the most oil platforms", which means lots of boats travelling between land and the installations, said the Birot's captain Lieutenant **Commander Yves Le Goff**.

"It's a good place to be a pirate," he told AFP. Many of the pirates targeting ships on the high seas come from the Niger Delta in southern Nigeria, where indigenous groups are demanding a greater share of the region's oil wealth.

While hostage takings occur occasionally, Gulf of Guinea pirates prefer to board ships, steal their fuel or cargo and rob the sailors.



The International Maritime Bureau said West African piracy made up 19 percent of attacks worldwide last year, with Nigerian pirates accounting for 31 of the region's 51 attacks -- the most since 2008. At the same time, piracy off the Horn of Africa was at its lowest since 2006 and down more than 90 percent from its peak in 2011.

The Birot and others like it have been patrolling the Gulf of Guinea since 1990 to help French nationals and merchant vessels in distress as well as train local navies.

"The French Operation Corymbe is by far the most important operation, as it has at numerous occasions intervened in hijacking situations or supported after the vessels' release," Hans Tito Hansen, the managing director of a maritime consultancy, Risk Intelligence, said in an email. The French military intervened after the oil tanker Energy Centurion was hijacked off Togo in August 2012 and again when the French ship Adour was seized off the same country in June, he added.

Since the frigate left France in January and steamed south to patrol the waters between Senegal and Angola, there have already been approximately seven cases of piracy in the Gulf, said Le Goff. The Birot recently spent four days in port in Ghana, where it joined up with British vessel HMS Portland and Ghana's GNS Garinga for manoeuvres off its coast. **Le Goff** said many of West Africa's navies are young, ill-equipped and unable to cooperate with neighbouring navies, hindering their ability to respond to pirate attacks. "These are all countries turned inland," he added. "They haven't developed their navies." Ghana is one of the better equipped local navies and was able to quickly mobilise its ship after a sudden change in the plan for the exercise, the commander explained.

Few pirate attacks have occurred in Ghana's territorial waters, which the Garinga's commander Lieutenant Joseph Tenzii attributed to Ghana's constant patrols.

"We send out a signal to the bad guys that we are always there," he said. But despite having a fleet of recently built patrol ships, Tenzii said Ghana's navy lacked some of the capabilities of western fleets, such as helicopters to move sailors onto other ships. Terry McKnight, a retired rear admiral in the US Navy who led a task force off Somalia, said West African countries were loath to allow international navies to patrol in their territorial waters.

"You will never see the number of coalition forces down there off the west coast of Africa," McKnight said. Le Goff says that it was unlikely that pirates would even put up a fight against his well-armed boat. Instead, he sees his mission as an opportunity to train local forces to defend their own coasts -- and to act as a deterrent.

"Here, we are not Somalia. There are states, they have laws," Le Goff said. "The main point here is to be present at sea." **Source : au.news.yahoo.com**

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## **Crowley Does it Again: Ocean Class Tugs and High-Deck-Strength Barges Deliver Massive Offshore Production Facility to Deep Waters of U.S. Gulf**

Once again demonstrating their power and agility in both nearshore and offshore waterways, **Crowley Maritime Corp.'s** ocean class tugs have successfully delivered oversized, overweight equipment – comprised of topsides, tendons, piles and more – that are now part of a massive semi-submersible floating production facility located in the U.S. Gulf, approximately 280 miles south of New Orleans, La. Working alongside the tugs were Crowley's 455 series high-deck-strength barges, which carried much of the equipment as it was towed offshore. Utilizing the Crowley tugs' dynamic positioning capabilities, the facility, known as Jack/St. Malo, was successfully moored and made storm safe at a depth of 7,000 feet between the Jack and St. Malo offshore oil and natural gas fields, which are within 25 miles of each other.

As was done when Crowley's ocean class tugs successfully delivered the **Olympus platform** and **Lucius spar** to the U.S. Gulf, both completed late last year, the company's Houston-based Solutions project management team, which manages the tugs and barges, completed the delivery in three stages of work in both nearshore and offshore waters.

During the first stage, the nearshore phase, the topsides were skidded onto the company's 455 series barge Julie B at the Keiwit facility dock in Ingleside, Texas, in Corpus Christi, where they were later lifted and installed onto the hull of Jack/St. Malo. Once in place and secured, the Ocean Wind and Ocean Wave next provided assistance by pushing the Jack/St. Malo facility, away from Corpus Christi, through the Port of Aransas, Texas, and out to deeper waters. The Ocean Sun followed the flotilla and was equipped to provide assistance, if needed. Relocation to deeper waters marked the beginning of the second phase of work, the offshore stage. Here, the Ocean Wind and Ocean Sun towed the facility to its final location, alongside the Crowley-contracted tugboat **Harvey War Horse II**. Also during this phase, the Solutions team arranged for the company's 455 series barge 455 7, towed by Crowley's tug **Warrior**, and third-

party barge **Marmac 400**, towed by Crowley's tug **Pilot**, to deliver the piles, or long pipe-like structures that serve as



anchors for the platform, to the project site. Finally, the **Marty J**, towed by the **Pilot**, made three subsequent trips to the installation site to deliver additional equipment – including chains, connectors and line reels – that were used in the mooring of the floating facility.

In the final stage, the positioning phase, the **Ocean Wind, Ocean Wave, Ocean Sky, Ocean Sun** and **Harvey War Horse II** worked together to hold the Jack/St. Malo in its final location, and remained on site in a star pattern to provide support as the spar was connected to its moorings and made storm safe in more than 7,000 feet of water.

“This was another successful pairing of Crowley's new ocean class tugboats and high-deck strength barges,” said Crowley's

**John Ara**, vice president, solutions. “Not only was the project completed safely and on time, but it also helps to illustrate the increasing competence and capability of our crew and vessels. We look forward to utilizing these specialized teams and assets in projects in the future.”

**Crowley's** ocean class tugs are modern ocean towing twin-screw vessels with controllable pitch propellers (CPP) in nozzles, high-lift rudders and more than 147 MT bollard pull. The first two ocean class vessels, **Ocean Wave** and **Ocean Wind**, are classed as Dynamic Positioning 1 (DP1) tugboats and are twin-screw, tugs with an overall length of 146 feet, beam of 46 feet, hull depth of 25 feet and design draft of 21 feet. The second two tugs of the class, **Ocean Sky** and **Ocean Sun**, are classed as DP2 and are 10 feet longer. All four vessels are capable of rig moves, platform and Floating Production, Storage and Offloading (FPSO) unit tows, emergency response, salvage support and firefighting.

Scheduled to begin producing oil and natural gas later this year, the facility will have a capacity of 170,000 barrels of oil per day and 42.5 million standard cubic feet per day of natural gas. Jack/St. Malo will act as a hub for the 43 subsea wells, including pumps and other equipment on the seafloor.

Crewmembers involved in the project include Captains Charles Alan Williams, Andrew C. Ashworth, Ted Caffy, Brian Cain, Stuart B. Andrews Jr., Stephen Berschger, Laurence Christie and Ward P. Davis; Chief Mates Darrel Koonce, Dustin Marks, Clyde McNatt, James Hoffman and Scott R. Ellis; Chief Engineers RD Lewis, Charles Pate,



Scott Bovee and Edgar C. Henson; Able-Bodied Seamen Terry Laviolette, Ryan Landers, Dave Heindel, Orvin McCoy, Preston Harper, Farrell Bodden, Steven Kendrick, Jonathan Solomon, Corey Hill, Satchel G. Caffy, Ben E. Johnson and Edward J. Rynn; Assistant Engineers Micheal Bibby, Keith Smith, Matthew Hamer, Andralesia Terrell, Richard A. Saunders, James H. Murray, Thomas Murphy and Isaac Levine; Second Mates Travis Cheer, Nate Leachman, Eric A. Eaton, Cecil Wilson and Ray Adams; Third Mate Scott M. Tompkins; Dynamic Positioning Officer John Willson; and Ordinary Seamen and/or Cooks Johnny Godwin, Stephen R. Goletz, Rene Fuentes, Evan Flynn and Glen Williams.

Jacksonville-based **Crowley Holdings Inc.**, a holding company of the 121-year-old **Crowley Maritime Corporation**, is a privately held family and employee-owned company. The company provides project solutions,

transportation and logistics services in domestic and international markets by means of six operating lines of business: Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical Services. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its **TITAN Salvage** subsidiary; vessel management; vessel construction and naval architecture through its Jensen Maritime subsidiary; government services, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley, its subsidiaries and business units may be found on the Internet at [www.crowley.com](http://www.crowley.com).



The **DE ZHOU** arrived in Willemstad (Curacao) –  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

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## **NAVY NEWS**

# **Sindhuratna and beyond**

Submarining has always been a dangerous profession, meant only for volunteers drawn from serving navy personnel. It is also a relatively young man's profession, with commanding officers of conventional submarines going "over the top" in their late thirties, into staff jobs. The selection is strict and the training rigorous. New entrants are carefully screened in psychological tests to survive in close proximity, under difficult conditions, with other human beings, for long periods of time. Not surprisingly, the camaraderie is close and submariners make friends for life.

The Indian submarine service commissioned its first submarine in 1967 and the pioneers realised the imperative of laying down the strictest standards of safety right at the beginning. The explosion on Sindhurakshak occurred in 2013, after years of accident-free service. The Sindhuratna fire, close on the heels of the earlier explosion, poses a huge leadership challenge to senior naval officers in assuring serving submarine personnel that their weapon platforms are

reliable weapons to fight with. The “Kilo,” as these submarines are referred to in the West, and “Project 877” in Russia, are formidable weapon platforms, but have a reputation for being difficult to operate. They were the first submarines to be acquired, covered fully by anechoic rubber tiles and had a reputation for running silently in combat.

### **Cry of despair**

The Indian Navy never fielded a “Kilo” in joint naval exercises with other navies for precisely that reason and their reputation remains an undisclosed secret. Their role in war in South Asia is all the more formidable being armed with supersonic land attack missiles that can be used punitively or to influence the course of events on land.

If submarining is a demanding profession, it is partly because a submarine emergency is truly a terrible event, particularly when it occurs in a submerged submarine. The Sindhuratna faced such an event a hundred miles west of Mumbai, and put into practice the hours of drilling that submarine crews undergo, while dealing with emergencies. The “Kilo” has a high resistance to flooding and fire as it is divided into watertight compartments. A damage control drill requires a damaged compartment to be “isolated” and the unspoken anxiety is, of course, the fate of the crew who are isolated. In Sindhuratna’s case, all the events are yet to be clarified, but it seems that two officers, both with brilliant service records, pushed the sailors out of the stricken compartment, and shut the compartment on themselves to fight the fire. Both succumbed to the fumes in an act of cold-blooded gallantry. The Sindhuratna survived the fire and will be back in service in a few months, but the Navy’s front line strength of submarines will be depleted.

The accident raises issues that go beyond the gallantry and competence exhibited by the crew of the submarine. The resignation of a serving chief, with more than 15 months of residual service, is a traumatic event for the service.

It is normally not only an act of honourable exit but a cry of despair, signalling to the service and the government that he was not permitted to hold himself to the same standards as those he demanded from his officers.

Since 1952, the services have laboured under a dysfunctional government “Rules of Business” which declares that the Ministry of Defence, under the secretary, is responsible for the Defence of India — not the armed forces, and certainly not the chiefs. Under this excuse, the services have the accountability; the Ministry has the power to create innumerable hurdles in the path of each service getting financial approval for anything from a battery to a ship. There is good reason to believe that the Sindhuratna was operating with over-aged batteries which give off vast amounts of explosive hydrogen, because the replacement batteries were held up in contractual red tape. The Board of Inquiry will bring out the truth but is unlikely to apportion blame to the Ministry of Defence, whose lackadaisical performance has crippled more than one armed service in the past.

### **Series of delays**

Questions arise that can only be answered by persons well above the level of the service Board of Inquiry, headed by a Rear Admiral. Why was the Navy forced into operating a 26-year-old submarine with over-aged batteries? Because the replacement submarines — the Scorpène class French-origin submarines — were six years in the choosing under Defence Minister A.K. Antony, and were thereafter delayed by another four years contractually on account of the Ministry’s decision-making.

The Chief of the Navy has taken full “moral” responsibility, but his act is more a cry of despair that he has been unable to represent the interests of his service with an unresponsive and callous ministry which has been warned repeatedly by the Naval Headquarters of the depleting force levels of submarines in the Navy. The government had, many years back, approved the Navy’s plans for a 24-submarine force as the ideal. Considering that in peacetime, no more than 60 per cent of submarines can be kept operational, the levels today have fallen to parlous numbers. In past instances, the resignation of a service chief has prodded unresponsive governments into reviewing its policies and procedures. In the Indian case, the Naresh Chandra committee report is still in limbo, according to the same Ministry of Defence.

### **Going nuclear**

What can be done by the government to honour the sacrifice of Admiral D.K. Joshi and not merely send him on pension? Building of the Scorpène class is in progress but six submarines will join the Navy only by 2022. An immediate step could be the acquisition of two more nuclear submarines of the Akula class on lease from Russia. The Russians were willing to lease another submarine in any case following the handing over of the INS Chakra, but considering the good relationship between the Russian and Indian navies it might be possible to persuade President Putin to part with two more Akulas, until the Indian indigenous building project catches up. The only major navies still operating conventional submarines are China and Japan. The others have shifted to an all-nuclear submarine force and India should go down the same route. In the vast reaches of the Indian Ocean, the slow pace of transit of conventional submarines make them a liability, which can only be overcome by acquiring larger numbers. A far more elegant solution is the nuclear propelled SSN, which is normally twice as expensive as a conventional submarine but is far more effective than two conventional boats. The indigenous route to nuclear SSNs is some years away since SSNs require more powerful reactor plants than the missile-armed Arihant. India’s submarine community also needs to arrive at an intellectual consensus on the merits of transiting to an all nuclear submarine force and communicating that

decision to the government. The government on its part needs to help the Indian shipbuilding industry and the Department of Atomic Energy by looking for strategic partnerships involving the building of nuclear propelled submarines — an activity not under the purview of the Nuclear Non-Proliferation Treaty.

In the decades to come, the Navy will become the prime service as India dumps its anxieties over territorial integrity and pursues its global self-interest. The Navy must also shift its strategic thinking from antiquated ideas of coastal defence and a Karachi blockade to an oceanic maritime strategy that is in line with India's status in the region and its interests overseas. A good beginning was the seminar on nuclear submarines conducted in Visakhapatnam by the Commander-in-Chief to help the submarine community come to grips with future submarine policy. The Navy must now speak with one voice in favour of nuclear submarines. **Source : The Hindu**

## Minister Hennis-Plasschaert doopt Karel Doorman



Defensie minister Jeanine Hennis-Plasschaert doopt zaterdag 8 maart het logistiek ondersteuningsschip **Karel Doorman** op de werf van Damen Schelde Naval Shipbuilding in Vlissingen.

Met een lengte van 204,7 meter wordt de **Karel Doorman** het grootste schip van de marine.

Het kan ingezet worden voor de bevoorrading van eenheden op zee, strategisch zeetransport en logistieke ondersteuning vanaf zee, waarbij het schip dient als basis op zee voor het uitvoeren en ondersteunen van operaties op het land.

Het schip vervangt de bevoorradingsschepen **Hr.Ms. Zuiderkruis** die in 2012 is afgestoten en **Zr.Ms. Amsterdam** die dit jaar uit dienst wordt gesteld. Het schip is grotendeels gebouwd op de werf van Damen in Roemenië, maar wordt in Vlissingen afgebouwd. In mei begint de **Karel Doorman** aan haar proefvaart. **Bron : PZC**

## INS Sumedha to be commissioned

INS '**Sumedha**', an Offshore Patrol Vessel (OPV) indigenously designed and built by **Goa Shipyard Ltd. (GSL)**, Goa-based defence shipyard for the Indian Navy, will be formally commissioned by Vice Admiral Anil Chopra, Flag Officer, Commander-In-Chief, East on Friday at GSL in South Goa. The ship on commissioning will join Eastern Naval Command at Vizag, the sword arm of Indian Navy.

This warship is the culmination of many years of in-house design development and ship build techniques. The commissioning of this ship marks a significant milestone in GSL's and country's march towards indigenization and self reliance, said an official spokesperson of GSL here on Monday.

**Sumedha** is 200th ship indigenously built by GSL. GSL is the only yard which has delivered four classes of OPVs to both Navy and Coast Guard. INS '**Sumedha**' is the third of the new 105 meter class of NOPV and the largest ship constructed by GSL for the Indian Navy. This state-of-the-art ship will help meet the increasing requirement of the Indian Navy for undertaking ocean surveillance and surface warfare operations in order to prevent infiltration and transgression of maritime sovereignty, said the spokesperson. **Source : The Hindu**

## Singaporean Naval Ship Docks In Vietnam For Four-Day Visit

Singapore's naval ship **RSS Resolution** docked at Tien Sa port in the central city of Da Nang on Monday to begin its four-day visit to Vietnam. During their stay, officers and 250 crew will pay courtesy visit to leaders of the municipal People's Committee and the High Commands of the Military Zone 5 and Naval Region 3, Vietnam News Agency (VNA) reported. They will take part in a search and rescue exercise at sea and sport activities with the Vietnamese navy. This is the ninth visit by a Singaporean naval ship to Vietnam. The visit is expected to further boost relationship between Vietnam and Singapore and their armies in particular **source : BERNAMA**

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## SHIPYARD NEWS

Singapore's **Keppel FELS Limited (Keppel FELS)**, a wholly-owned subsidiary of **Keppel Offshore & Marine (Keppel O&M)** has secured a contract from TS Offshore Limited, to construct an ultra-high specification jack-up rig worth about US\$500 million.

Scheduled for delivery from the shipyard in first quarter 2017, it will be the first jack-up built to Keppel's new proprietary KFELS N Plus design.

With its legs measuring 678 feet and a maximum combined drilling load of 3,860 kips, the KFELS N Plus is able to meet stringent operating requirements for the most challenging wells. It can work at a maximum water depth of 500 feet, drill to depths of 35,000 feet, and is equipped with a 100 feet cantilever outreach.

When delivered, it is expected to be deployed in the Eastern China Sea but will also have provisions built in to enable the rig to operate in the North Sea.

Dr. Xiong Shaohui, Chairman of TS Offshore, said, "The KFELS N Plus rig is a robust and cost-efficient rig with distinctive safety and operational features. It is one of the world's most advanced rigs of its class with better drilling capabilities, a superior cantilever load performance, a larger deck space, a higher variable load and enhanced accommodations. We are confident it fills the gap for ultra-high specification rigs needed in the Eastern China Sea or almost anywhere in the world with a need for high specification and deepwater jack-up rigs.

"We have chosen to build this unit in Singapore to meet specific customer requirements. Keppel FELS was probably the only yard able to provide us with such a high specification rig customized to our needs that would be well received by the market. With their strong delivery track record, we are also assured of receiving a high quality rig on time and in a safe manner, thus minimizing any need for supervision during construction. Our strategic partnership with Keppel FELS will enable us to create value on our investments and grow our presence in this industry." Developed by Offshore Technology Development (OTD), the shipbuilder's R&D arm, the robust KFELS N Plus jack-up is an enhancement of Keppel's proprietary KFELS N-Class design, three of which have been successfully operating in the North Sea.

Equipped with 72 high capacity pinion jacks and self-positioning fixation system of OTD's proprietary design, the KFELS N Plus design offers a robust performance during installation as well as elevated survival and drilling conditions.

Mr. Wong Kok Seng, Managing Director (Offshore) of Keppel O&M and Managing Director of Keppel FELS said, "We are delighted that TS Offshore has chosen to build their rig for the Eastern China Sea to our ultra-robust and ultra-high specification KFELS N Plus design. This rig is the combination of Keppel's unique experience in designing and building rigs both for the North Sea as well as other parts of the world. It has the versatility to operate efficiently in the deeper waters of the Eastern China Sea as well as areas where the operating foundation conditions pose considerable installation challenges. "Over the years, we have been able to differentiate ourselves to customers through our ability to understand their requirements and tailor solutions with the perfect fit, in terms of design and quality. Being selected

to build a premium jackup rig for China waters is testament to our proven rig designs, reliable project execution and having a competitive total package." Source : MarineLog

## Shipyard delivers fourth FPV

**Cochin Shipyard Limited** delivered '**Abhiraj**', the fourth of the series of 20 Fast Patrol Vessels being built for the Indian Coast Guard. The vessel will be operated by the Coast Guard station at Tuticorin.

It can move at a speed of 33 knots and will be very effective in supporting the Coast Guard in its anti smuggling, anti piracy operations, fisheries protection and monitoring, a CSL press release said. Cochin Shipyard had signed the contract for construction of the 20 Fast Patrol Vessels for the Indian Coast Guard on October 20, 2010. The yard had earlier delivered three vessels -- '**Abheek**', '**Aadesh**' and '**Abhinav**'.

The first protocol of delivery was signed by Ravi Kumar Roddam, Director (Finance), on behalf of CSL and commandant designate of Coast Guard Commander Ashok Kumar. Apart from the 20 Fast Patrol Vessels for the Coast Guard, the yard is also constructing the country's first Indigenous Aircraft Carrier, a Offshore Support Vessel for Norwegian owner and Buoy Tender Vessel for Directorate of Light Houses and Light Ships. Source : Business Standard

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## ULSTEIN Names POLAR ONYX at Shipyard



Ceona announced recently it celebrated on the 28th of February the naming of its long-term chartered high-capacity flexible pipelay and construction vessel, the **Polar Onyx**, at a christening ceremony at Ulsteinvik in Norway. Executive team members from the SURF and heavy subsea construction contractor attended the ceremony together with

representatives from GC Rieber Shipping, from whom Ceona has chartered the Polar Onyx, and members of Ulstein management team.

During the ceremony that was held at Ulstein yard in Ulsteinvik, the ship was named by the vessel's Godmother, Natalie Preston, daughter of Steve Preston, CEO of Ceona.

The **Polar Onyx** is a high-capacity vessel designed for operations in harsh conditions and deepwater with extensive flexible and umbilical lay capabilities. She is designed to the highest standard for dynamic positioning, DP3, and thanks to her X-bow hull she benefits from increased safety and power efficiencies. She has successfully completed sea trials and will be delivered to Ceona on time before she sails to **Huisman's** yard in Schiedam, The Netherlands, for final outfitting. The vessel will be further equipped with a 275 tonne vertical lay system (VLS) capable of installing pipeline

and umbilicals to water depths of 3,000 metres. Two new high-specification work class ROVs for deepwater flexible pipelay and subsea construction in deep and ultradeep waters will also be installed.

*Polar Onyx was named at Ulstein Verft on 28 February by Natalie Dawn Preston (front). From left: Paul-Christian Rieber and Irene W. Basili (GC Rieber Shipping), Kristian Sætre (ULSTEIN), Steve Preston (Ceona) and Lidvar Lillerovde (ULSTEIN)*

Ceona CEO Steve Preston commented at the ceremony: "We're delighted to be in attendance to



celebrate the naming of the Polar Onyx on schedule, and to take delivery of the vessel in advance of final outfitting by Huisman. She will then sail for Brazil and begin work for Petrobras. Today is a celebration not only of the vessel's on-time delivery, but also of Ceona's successful partnership with GC Rieber and Ulstein Verft on this project. I want also to personally thank all Ceona's teams who are making this key project a success."

Irene W. Basili, CEO of GC Rieber Shipping, declared: "We are excited to celebrate this event with Ceona's team here, at the premises of Ulstein Verft. Ceona's success is our success, and we look forward to working together to support their strategy in the years to come."

Stuart Cameron, COO of Ceona, added: "Following outfitting in The Netherlands, the Polar Onyx will be mobilising in April 2014 and will immediately commence deepwater work in Brazil for Petrobras, with Ceona operating in partnership with Odebrecht Oil & Gas. We are confident that the quality of the build, combined with her class-leading pipelaying equipment and operational capabilities, makes the Polar Onyx an excellent vessel to serve Ceona's clients safely and meet their expectations." **Source : ShippingTimes**



## **Baltic Dry Index up to 1,325 points**

On March 4, 2013, the Baltic Dry Index climbed to 1,325 points, up 49 points (3.89%) against the level of March 3.

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## MURPHY OIL CORPORATION ANNOUNCES FIRST OIL AT SIAKAP NORTH-PETAJ AND UPDATES PROGRESS AT DALMATIAN



Murphy Oil Corporation MUR announced that first oil production from the Siakap North-Petaj (SNP) development offshore Malaysia commenced on February 27, 2014.

The SNP field, operated by Murphy with a 32 percent working interest, is located offshore Malaysia in a water depth of approximately 4,400 feet. The overall field development plan consists of eight producing wells and five water injection wells developed as a subsea tie-back to the Kikeh Floating Production Storage and Offloading (FPSO) vessel. Initial operations commenced with production from four oil wells. Peak gross production from the field is expected to reach 35,000 barrels of oil per day in mid-2014. The unitized field combines the discoveries at Siakap North in Block K with Petaj in the adjacent Block G. Murphy's partners in

the development are PETRONAS Carigali, Shell, and ConocoPhillips COP +0.17% with the latter two partners each holding a 21 percent working interest.

In the Gulf of Mexico, progress on the Murphy operated Dalmatian subsea development is moving forward to plan with the flowline for the first completion installed along with the control umbilical for the entire field. First production is scheduled late this month from the natural gas/condensate producer with the second well to follow later in the third quarter which is consistent with the Company's production guidance stated at the last earnings call.

Roger Jenkins, President and Chief Executive Officer, commented, "We are pleased to achieve first oil at the Siakap North-Petaj development. This field, along with our other oil developments offshore Malaysia and Dalmatian in the Gulf of Mexico, are all key components of our 2014 production growth profile."

This press release contains forward-looking statements as defined in the Private Securities Litigation Reform Act of 1995. These statements, which express management's current views concerning future events or results, are subject to inherent risks and uncertainties. Factors that could cause one or more of the events forecasted in this press release not to occur include, but are not limited to, a deterioration in the business or prospects of Murphy, adverse developments in Murphy's markets, or adverse developments in the U.S. or global capital markets, credit markets or

economies generally. Factors that could cause actual results to differ materially from those expressed or implied in our forward-looking statements include, but are not limited to, the volatility and level of crude oil and natural gas prices, the level and success rate of our exploration programs, our ability to maintain production rates and replace reserves, political and regulatory instability, uncontrollable natural hazards and a failure to execute a sale of the U.K. downstream operations on acceptable terms. For further discussion of risk factors, see Murphy's 2013 Annual Report on Form 10-K on file with the U.S. Securities and Exchange Commission. Murphy undertakes no duty to publicly update or revise any forward-looking statements. Source: Murphy Oil Corp via Globenewswire

## MLC certificate for Van Wijngaarden



Presentation of the MLC 2006 certificate. Left > Right: **Peter van Wijngaarden**, Principal Surveyor **W.K. Middelbeek** and **Viola van Wijngaarden**. (Photograph: VWMS)

The vessels of **Van Wijngaarden Marine Services** recently qualified for the Maritime Labour Convention (MLC) 2006 certificate. The most remarkable feature is that the marine operators voluntarily undertook the entire certification process. According to the regulations, the tonnage of the workboats operated by VWMS means they in fact require no certificate. As explained by **Peter** and **Viola van Wijngaarden**, the decision to voluntarily certify for MLC2006 was very deliberate. "Our largest workboats the **Dintelstroom** and the **Giessenstroom** are 309 GT. Nonetheless, we wished to comply with the new regulations, thereby issuing a clear signal to the crews on board. They are our capital and deserve the best treatment. Certification is also a clear signal to our customers that our company not only guarantees well-equipped workboats but also that on board we maintain good working conditions and offer excellent conditions of employment in terms of pay, food, accommodation, working and rest hours." The aim of the Maritime Labour Convention is to improve the working conditions and terms of employment of the more than 1.2 million seafarers worldwide, and to prevent unfair competition in the shipping sector. The Dutch Ministry of Infrastructure and the Environment has outsourced the certification process to a number of classification firms. On behalf of Bureau Veritas, Principal Surveyor **W.K. Middelbeek** presented the MLC certificates to **Peter** en **Viola van Wijngaarden**, in Sliedrecht. He pointed out how special it is that these vessels were qualified voluntarily, in the year in which the operator celebrated its 40th anniversary. **Van Wijngaarden Marine Services**, established as a one-man business in 1974, currently operates a fleet of fifteen workboats that are deployed worldwide. VWMS employs a staff of 30, with a further 15 to 30 self-employed/temporary employees each year. Source : PAS Publicaties

## Bolidt wins backing across the cruise sector



**Bolidt Synthetic Products & Systems** has booked orders for its decking solutions covering newbuildings for some of the highest profile cruise ship operators in the industry that include vessel deliveries envisaged in five years' time.

Among others, **Bolideck®** products have been specified by Norwegian Cruise Line (NCL), Royal Caribbean International (RCI), Viking River Cruises and TUI Cruises, whose 2014-2015 deliveries take in some of the industry's

most significant ships. In February this year the 324m long, 4,000-passenger **Norwegian Getaway** made its maiden voyage to the Caribbean. Continuing a long track record of cooperation with both NCL and shipbuilder Meyer Werft, Bolidt installed nearly 17,000m<sup>2</sup> of decking on the colorful and visually striking vessel, covering indoor and outdoor areas. Products supplied included the low maintenance **Bolideck® Future Teak**, the slip-resistant material which also offers cruise operators an environmentally-friendly alternative to traditional teak.

Also featured extensively onboard **Norwegian Getaway** is **Bolideck® 525** - the flexible decking system that gives a cruise ship's designers the freedom to incorporate almost any feature in a deck area. For example, the material was used to create the grass-like putting surface for the vessel's mini-golf course.

Bolidt completed a similar installation on the sistership, Norwegian Breakaway, which was delivered to NCL in 2013. The company has also supplied decking to a number of other ships in the NCL fleet, including Norwegian Epic, Norwegian Pearl and Norwegian Spirit. Bolideck Future Teak and Bolideck® 525 will feature on the 4,200 passenger capacity Breakaway Plus-class Norwegian Escape, which is due for delivery in October 2015.

Another repeat customer is RCI, which used Bolideck® products on its ground-breaking 361m long, 5,400-passenger Oasis of the Seas and **Allure of the Seas**. Now Bolidt is working closely with RCI and Meyer Werft on the 248m long, 4,905 guest capacity **Quantum of the Seas** and **Anthem of the Seas**, due for delivery in November 2014 and March 2015 respectively. Future Teak will be used for the stateroom balconies on the Quantum-class vessels, while Bolideck® Select Soft will feature extensively in public areas.

**Quantum of the Seas** will leave Southampton on its maiden voyage on November 2 for its home port of Cape Liberty in Bayonne, New Jersey, where RCI will mark the introduction of this extraordinary new class of vessel with a commemorative book honoring the major contributions of partners and suppliers. Select Soft has been developed for its excellent sound attenuation qualities and is specified for passenger ships with specific sound requirements, particularly in areas above cabins.

Meanwhile, **Bolidt** decking will be a feature of the 295m long, 2,500 passenger Mein Schiff 3, which is nearing completion for Tui Cruises at STX Europe, Turku. Both Bolideck® Future Teak and Bolideck® Select Soft will be onboard.

**Bolidt** is also making its mark in the fast-growing river cruise sector. In particular Viking River Cruises has specified the company's products for a number of new vessels that enter service in 2014, including Viking Ingwi, Viking Eistla, Viking Bestla and Viking Alsvin. Bolideck® Future Teak has been used on the outer decks, including the 95 stateroom balconies and the Aquavit Terrace at the bow. Future Teak will also be a feature of the embarkation decks, the shuffleboard area on the top deck and various staircases.

**Jacco van Overbeek**, Bolidt Director Maritime Division, Bolidt says: "We are delighted that we have secured the backing of so many high quality cruise ship operators, onboard vessels which have very different ambiances. This shows that we deliver not only very flexible decking systems that can be used within many different design frameworks, but also that we meet requirements in terms of cost, ease of maintenance and environmental protection."

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## Hydraulic oil spill 'contained' on ferry

KiwiRail ferry **Stena Alegria** suffered a mooring winch failure on Saturday night that spilt hydraulic fluid on its vehicle deck. Paraparaumu man Allan Fryer said he saw crew members sweeping the fluid to the back of the ship and out the partially-open back door into the sea, but KiwiRail and Marlborough harbourmaster Alex van Wijngaarden said the fluid

was contained onboard the ship. Mr Fryer said he and his family were returning home from a South Island holiday on the last sailing of the Stena Alegra from Picton on Saturday when the incident happened.

The ship was late because of delays in loading and the door was only partly-shut when it left Picton, he said. "They didn't get it fully shut till it hit the salmon farms in Tory Channel." Mr Fryer said he and his family could see into the vehicle deck and saw crew "run around with squeegees and brooms and other bits and pieces" sweeping up the spill.

"It looked like they were just sweeping it down the back." The crew got a spill unit out and put some absorbent material down but that was after they cleaned most of it up by sweeping it out the back of the ship, he said.

"It was quite shocking." A rainbow reflection could be seen on the water from the back of the ship. He complained to Maritime NZ, Picton iwi Te Atiawa, Greenpeace, and others.

A KiwiRail spokeswoman confirmed there was a hydraulic oil leak from a mooring winch on the Stena Alegra when it was approaching the berth in Picton. The hydraulic oil was contained and cleaned up by the crew, and no oil was discharged overboard, she said. A Maritime NZ spokesman said a complaint had been received, but the marine regulator would not be following it up.

It was a "tier 2" issue and had been referred to the Marlborough harbourmaster Captain van Wijngaarden to deal with, he said. Captain van Wijngaarden said there was a spill on the ship's deck, caused by a hydraulic malfunction in the ship's mooring winches.

The sweeping that was seen by Mr Fryer was pushing the fluid into the ship's scuppers and then into its bilge tanks, not out into the sea, he said. The bilge tanks would be pumped out later and the material disposed of properly.

"The spill was dealt with in an efficient and environmentally-friendly way." He could understand Mr Fryer's concern that he thought it was swept over the side, and the ship had been told it needed to report all spills to the harbourmaster. **Source : Marlborough Express**

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



The **POLAR ONYX** – Photo : **Marius Beck Dahle** ©

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