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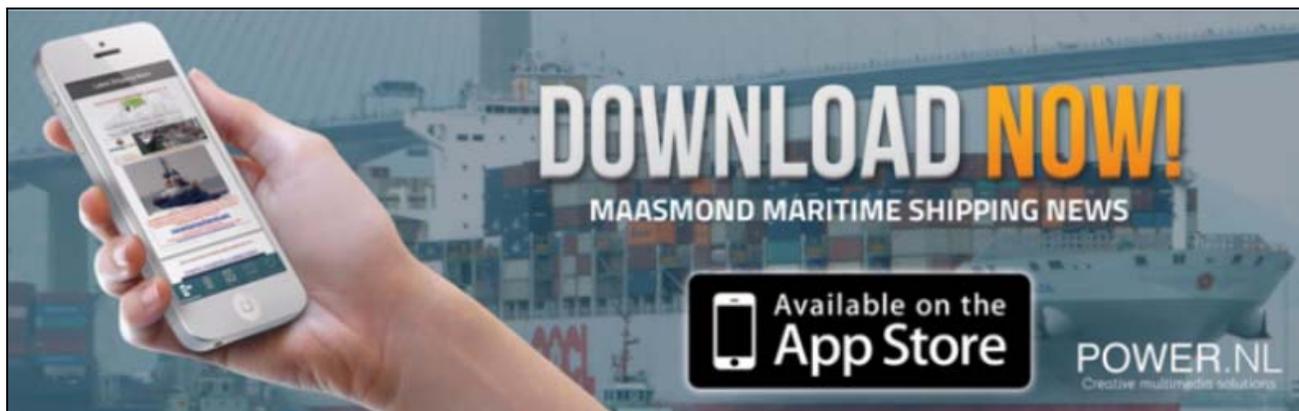
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**The South African Antarctic supply and research ship SA AGULHAS II returned from Marion Island in the Southern Indian Ocean, bringing back the 70th expedition, team members having spent a year on the remote island doing research work. A large crowd of relatives and friends were at the quayside to welcome them home. Photo:Robert Pabst (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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## S. Korea Ferry Incident: South Korea looks to wrap up recovery effort

Recovery teams should try to wrap up their search for bodies from South Korea's ferry disaster by the weekend, Prime Minister Chung Hong-Won said today, three weeks after the ship sank with hundreds of schoolchildren on board.

With 33 bodies yet to be recovered, the moment is fast arriving when the authorities will have to make a call on stopping the underwater search in order to raise the ferry, which was carrying 476 people when it capsized on April 16. The conditions the recovery teams are working in are extremely challenging, and the death of a diver on Tuesday is likely to fuel debate as to how long the search should continue.

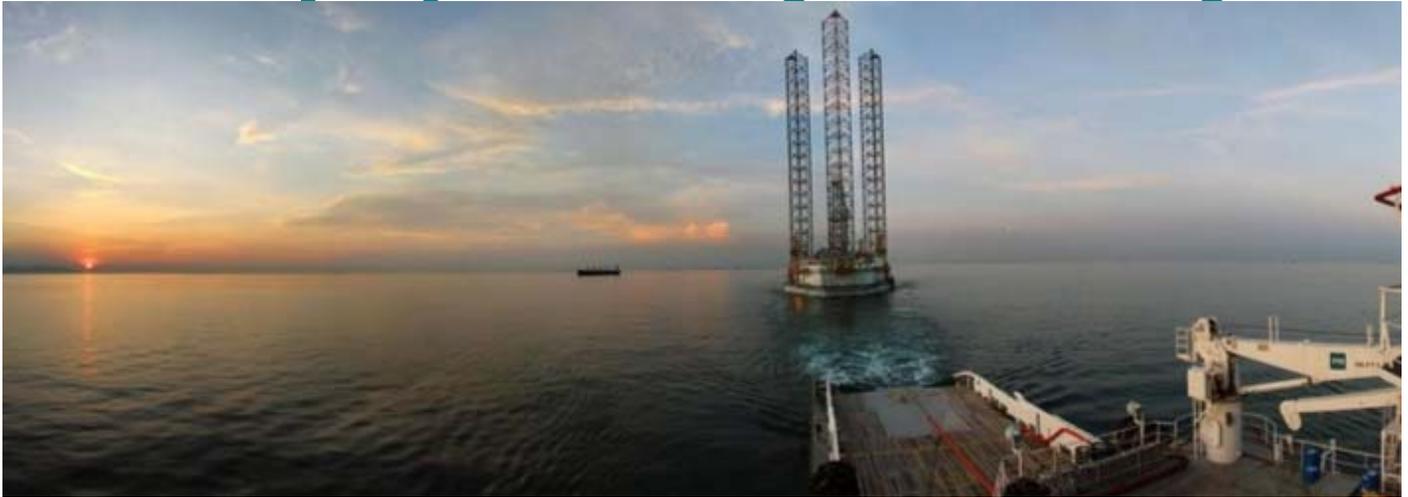
The deciding factor so far has been the sensitivities of the relatives of those still unaccounted for. The coastguard has promised that the giant floating cranes to be used in the salvage operation will only be brought in once all the bodies trapped in the submerged ship have been retrieved. But with some bodies being recovered several kilometres (miles) away from the disaster site over the past week, it is unclear just how many remain trapped and how many may never be recovered.

Speaking at a cabinet meeting, Chung said every effort should be made "to wrap up the search by May 10 to help ease the pain of the families of the missing." Chung resigned late last month amid mounting public criticism of the government in the wake of the disaster over lax safety standards and inadequate state regulation. His resignation was accepted, but Chung was asked and agreed to remain in his post until the recovery and salvage operation is completed. The prime minister in South Korea is a largely symbolic position with little power, and Chung's resignation was widely seen as a token sacrifice to assuage public opinion.

If anything, however, the criticism of the government has grown, forcing President Park Geun-Hye, whose previously high poll ratings have been battered by the ferry tragedy fallout, to make two separate apologies. With the recovery of five more bodies since Tuesday, the confirmed death toll stood at 269, with 33 still missing. In a daily briefing, the spokesman for the federal disaster task-force, Ko Myung-Suk, said safety procedures for divers would be strengthened in the wake of Tuesday's fatality. The 53-year-old diver, who was making his first dive at the scene, was pulled from the water unconscious and taken to hospital where he was pronounced dead.

"Divers who are newly brought in will be given better briefings on the particularities of the work," Ko said. The 6,825-tonne Sewol was sailing from the western port of Incheon to the southern resort island of Jeju when it suddenly listed sharply to one side, before capsizing and sinking. The passengers included 325 students from the same high school, of whom around 250 are among the dead and missing. Prosecutors have formally arrested or detained four officials from the ferry operator — Chonghaejin Marine Co — as well as the captain and 14 crew members. They face charges related to the fact that the ferry's cargo weight was way over capacity. **source : AFP - New Straits times**

## **Jack Up Rig "COSL Seeker" safely delivered in Surabaya by 203TBP tug " Terasea Eagle"**



**POSH Terasea Offshore Pte Ltd** was contracted to tow jack-up rig "**COSL SEEKER**" from Singapore to Surabaya. The 203TBP tug "**TERASEA EAGLE**" was the nominated tug for this towage.

"**TERASEA EAGLE**" hooked up to the rig at the West Jurong Anchorage in Singapore, and commenced ocean towage after outbound pilots disembarked. For this towage, "**TERASEA EAGLE**" was instructed by the charterer's Tow Master not to exceed 80T force exerted on their towing gear. The average speed for the voyage was 3.8 knots.

The "**COSL SEEKER**" was safely delivered in Surabaya on 28 April 2014 and the **TERASEA EAGLE** proceeded to assist with the positioning duties while the rig jacked down its legs. Measuring 235.5 x 224.4 x 27.8 Feet, the "**COSL SEEKER**" is a **Baker Marine Pacific Class 375 design** rig built at **PPL shipyard** in 2008.

Built in Yokohama, Japan and delivered in 2013, the "**TERASEA EAGLE**" is a 16,300 bhp Anchor Handling Tug built specifically for long distance towages. She can tow continuously without stopping for bunkers for 45 days, and also capable of executing offshore mooring and anchor handling work amongst other operations. She is one of four 200TBP-rated Anchor Handling Tugs operated by **POSH Terasea Offshore Pte Ltd**, a joint venture between POSH Ltd and Terasea Pte Ltd. **Photo's : Capt Capt Serge Prakhov. Master Terasea Eagle (c)**



After more than 6 months tied alongside at the Port of Southampton with technical issues, the departed under her own power, assisted by tugs [Svitzer Bentley](#) and [Svitzer Sarah](#). - Photo : [Aled Jones \(c\)](#)

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The [TERASEA FALCON](#) arriving in Cape Town - Photo : [Ian Shiffman \(c\)](#)

## Ridgebury Tankers: 13 ships in a year

Westport: There's a fierce thunderstorm when the line clicks through to Bob Burke. It's been just over a year since he founded Ridgebury Tankers and he's been working long, long hours to get this new firm up and running, a rush of financing and a rapid fleet build up. Maritime CEO is interrupting Burke's well-deserved holiday in the Caribbean with his family, his first break since the founding of the company on April 10 last year. For Burke, a well known American shipping wheeler dealer, Ridgebury represented a comeback into the industry after many years away following a mega deal concluded in 2008.

"My wife was pretty tired of having me constantly moping around the house for five years so it was a good time to get back into business," he quips on the founding of Ridgebury. Burke's extensive executive shipping experience includes tanker operations, chartering activities for vessels, direct equity investments and financings, and the ownership and operational management of companies across several shipping sectors. He graduated from the US Merchant Marine Academy in 1981, serving as a ship's officer for three years aboard US-flag tankers. He returned to shore in 1984 to earn his MBA from Columbia Business School, followed by stints in the commercial department at Marine Transport Lines and as a shipping banker at Bank of New York. He then joined GE Capital in the marine finance group, eventually leading the group as managing director until his departure in 1998.

In 2000 Burke co-founded Great Circle Capital, a private equity investment group backed by Overseas Private Investment Corporation and institutional investors to invest in ports, terminals, offshore oil support and other logistics and transportation businesses. Leaving Great Circle in 2005, Burke led attempts to acquire several shipping companies, culminating with the purchase of Chembulk, a 20-vessel fleet of stainless steel chemical tankers. Burke served as ceo of Chembulk from the date of acquisition until the brilliantly timed sale of the business in early 2008 to Berlian Laju Tankers of Indonesia. In the space of a year, backed by private equity firm Riverstone Holdings, Ridgebury has built up a fleet of seven suezmaxes and six medium range product tankers.

The strategy is to invest in modern tonnage either currently on the water or on resales of vessels that will enter service shortly. While product tankers are widely seen as a hot sector at the moment, eyebrows were raised at Burke's dogged pursuit of the much maligned suezmax sector.

"The conventional wisdom in the US and much of Europe is that the two million barrels of crude from West Africa to the US Gulf is dying, largely because of shale gas," says Burke, whose tanker experience dates back to seafaring days at the start of the 1980s. Burke, however, says suezmaxes are like Boeing 737 planes – "bigger enough for long haul but can do regional too". It is their flexibility that is allowing them to take work from VLCCs and aframax, he says.

Still, the real reason for the focus on suezmaxes was on the tiny orderbook for the segment plus noticeable increases in ton/miles. "The biggest thing we look at is the orderbook," he says, adding: "I've never seen an orderbook so low as suezmaxes today." As for product tankers, Burke says the outlook for the next couple of years looks good. "I can't understand why people are ordering new product tankers," he muses, "you want tonnage now."

While 13 ships in the space of 12 months is impressive, Ridgebury is not on a blind charge to build up a giant fleet whatever the cost, Burke stresses. "If prices go up too much we will stop buying," he says, pointing out that the founders of the company have invested their own cash, more than \$6m, which naturally makes for cautious investment decisions.

"Our only driver is ROE," Burke says, while admitting honestly that the long term return on capital for shipping is "lousy". On private equity's massive influence in shipping in the past two years Burke is forthright.

"Private equity is only there when they see returns that beat the mean in any industry," he says, adding: "PE is there for an asset play, once that is gone, they will move on to something else. Any pullback will be done opportunistically."

Burke says he has been impressed with level of knowledge of PE players in shipping. With that final comment, the rain ceases, the sun returns to the Caribbean, and it's time to make the most of the precious holiday before returning to the seesawing shipping markets in Connecticut. [Source : Maritime CEO](#)

## Sewol operator logged most accidents over 5 years

The operator of the ill-fated ferry [Sewol](#) registered the largest number of accidents among the country's passenger ship companies over the past five years, government data showed Wednesday.

Despite the poor record, Chonghaejin Marine Co. was spared punitive measures, but rather cited as one of the best ferry operators in the country last year. Chonghaejin owns the 6,825-ton ferry that sank off the southwest coast last month, leaving more than 300 people dead or missing. According to the data compiled by the Ministry of Maritime Affairs and Fisheries, four passenger boats run by Chonghaejin were involved in a total of six accidents between 2009 and 2013, or about 10 percent of the 59 accidents reported during the period.

The data was made public by Rep. Kim Choon-jin of the main opposition New Politics Alliance for Democracy.

Chonghaejin officials as well as its owner family have been under investigation over the deadly sinking of the ferry [Sewol](#) on April 16 off South Korea's southwestern island of Jindo. Of the 476 people on board, 269 have been confirmed dead, with 33 remaining unaccounted for. Three weeks before the Sewol's sinking, one of its boats, the Democracy No. 5, collided with a fishing boat in waters off the western port city of Incheon. No casualties were

reported among the 141 passengers on board. Investigators said the operator had gone ahead with the voyage despite thick fog.

In 2009, the **Democracy No. 5** went adrift for nearly 12 hours due to engine failure. It had been carrying 358 people at the time. In 2011, a power failure caused a 6,322-ton ship, named **Ohamana**, to stop in the middle of the sea in 2011. After undergoing emergency repair work, the ship with 622 passengers managed to return to Incheon.

Despite its track record, Chonghaejin was one of 18 out of 56 ferry operators in the country most highly rated by customers in a survey by the maritime affairs ministry. Chonghaejin's vessels including Sewol and Ohamana were also all graded as "middle-class" ships in terms of their operations and services, the ministry data showed.

Investigators, meanwhile, said they are looking into what prompted Chonghaejin to try to sell the Sewol a month before the accident took place, along with its twin ship, the **Ohamana**. A joint investigation team of police and the prosecution has been investigating officials of Chonghaejin Marine Co., and other relevant officials to determine why they put the Sewol and Ohamana on sale in March at the same time via online agencies.

The operator was offering to sell the Sewol for US\$16 million and the Ohamana for US\$7.5 million. An unidentified buyer from the Philippines expressed an interest in the sale, according to the investigators. "We are looking into suspicions that the management tried to hurriedly sell the two ships upon learning that the old ships had serious problems in maintaining stability," an official said.

In 2012, the firm bought the Japanese-built **Sewol** and changed its structure to carry more passengers and cargo.

While investigations are under way into what caused the tragedy last month, officials say overloading of cargo and its structural changes could have destabilize the vessel built in 1995. After buying the Ohamana in 2003, Chonghaejin had planned to sell the vessel. The Ohamana was made in 1989. **Source : Yonhap**



## **Chinese ships attack Vietnamese boats in China Sea**

Vietnam claims that its vessels have come under attack multiple times in the China Sea. Tensions have also flared between China and the Philippines over disputes in the oil- and natural gas-rich waters.



Late Wednesday, a Vietnamese official said attacks by Chinese ships over the past few days had damaged several boats and injured at least six people around a \$1-billion (720-million-euro) Chinese deep sea rig near the Paracel Islands, seized

by China in 1974, but still claimed by both countries. Ngo Ngoc Thu, the vice commander of Vietnam's coast guard, warned that "all restraint had a limit." "Our maritime police and fishing protection forces have practiced extreme restraint," Thu told a news conference in Hanoi. "We will continue to hold on there. But if they continue to ram into us, we will respond with similar self-defense." Thu showed video of the ships ramming Vietnamese vessels and firing

water cannon. He said the Chinese vessels had done so dozens of times over the past three days but that Vietnam had not carried out any offensive actions of its own close to the rig, about 220 kilometers (120 miles) off the country's coast. Earlier Wednesday, a Vietnamese ship hit the Chinese oil rig while it tried to establish a fixed position. There were no reports of injuries. China deployed the rig May 1, along with a flotilla of escort ships, some armed, potentially provocative steps as the country appears to assert its sovereignty in the sea#. With neither China nor Vietnam showing any sign of stepping down, the standoff raises the possibility of more serious clashes.

**'Further provocative actions'**

Vietnam is not the only country feuding with China over the sea this week. On Wednesday China demanded the Philippines release 11 fishermen arrested Tuesday for poaching endangered turtles near Half Moon Shoal on the Spratly Islands, in waters claimed by both countries. China has also demanded that the Philippines release the boat. "We once again warn the Philippines not to take any provocative actions," Chinese Foreign Ministry spokeswoman Hua Chunying said, declaring her country's "indisputable sovereignty" over the islands. According to the Philippines, the Chinese boat contained more than 350 turtles, some of which were already dead. A boat from the Philippines also transporting poached turtles was apprehended as well. China claims nearly all of the sea#. Vietnam, Malaysia, Brunei and Taiwan dispute that, though only the Philippines has filed a legal challenge to China's territorial claims at a UN tribunal. The sea and its islands have different names depending on which country one is in. **Source : Deutsche Welle / Reuters, AFP, dpa, AP**



Inbound for Aberdeen Scotland on 2/5/14 the 2011 built "UAL AFRICA", while, the 2013 built sisters "TOISA ENVOY" & "TOISA EXPLORER" lie at anchor in Aberdeen Bay. photo : Iain Forsyth (c)

## **McDermott reports 1Q net loss of \$50M**

**McDermott International, Inc. announced financial results for the quarter ended March 31, 2014. The Company reported a first quarter net loss of \$50 million or \$0.21 per fully diluted share, and an operating loss of \$42 million.**

The Company reported first quarter revenues of \$604 million, a decrease of 25% percent compared to revenues of \$807 million in the corresponding period of 2013. The Company reported first quarter 2013 net income of \$21 million, or \$0.09 per fully diluted share, and operating income of \$53 million.

"While our financial results reflect the impact of our legacy backlog and reorganization expenses, we made significant progress during the quarter on our plan to improve operational performance of the Company," said David Dickson, President and Chief Executive Officer of McDermott. "With the support and confidence of our lenders and investors, we completed our new financing arrangements in April; we improved focus on business accountability and customer relationships; and we completed our remaining first-of-a-kind projects in Malaysia and Brazil."

Dickson added, "We are starting to see tangible improvement in the performance and execution of many of our legacy projects. We completed installation of the tension leg platform for the Papa Terra project in Brazil, achieved mechanical completion of Siakap in Malaysia, and installation of the COP project in Azerbaijan is complete. As we complete implementation of our new organization, we look forward to further operational improvements and

capitalizing on the robust offshore EPCI market to drive long-term growth, profitability and shareholder value creation.”

As of March 31, 2014, the Company's backlog was approximately \$4.4 billion, compared to \$4.8 billion at December 31, 2013. Of the March 31, 2014 backlog, approximately 42% related to offshore operations and approximately 58% related to subsea operations. As expected, bookings during the first quarter totaled \$166 million and included a charter of the Lay Vessel North Ocean 105 in Brazil. At the end of the first quarter, the Company had \$3.5 billion in bids and change orders outstanding. The Company is targeting to bid approximately \$17 billion in projects that are expected to be awarded in the next five quarters. In total, the Company's revenue pipeline was \$25 billion as of March 31, 2014.

#### Business Improvement Initiative Update

The Company is moving forward with the implementation of the organizational design announced in March 2014 and expects to complete the transition by the end of the second quarter 2014. The Company continues to review its portfolio of assets to ensure optimal capital deployment. In the first quarter, the Derrick Lay Barge KP1 was sold for \$8 million. In April 2014, a property that was previously used as a fabrication facility was sold for \$32 million. Both of these dispositions were of non-strategic assets.

McDermott said it continued to take actions to reduce its cost structure, including the cessation of fabrication activity at the Company's Morgan City, Louisiana facility and preparations to close the Company's Caspian operations upon conclusion of a project in 2014. At the same time, McDermott says it continues to attract strong talent to the organization. Since November 2013, over 125 experienced professionals have joined the Company.

#### Balance Sheet Summary and Financing Update

As of March 31, 2014, McDermott reported total assets of approximately \$3.0 billion. Included in this amount is approximately \$317 million in cash and cash equivalents, restricted cash and investments. At quarter-end the Company had approximately \$308 million in debt outstanding. In addition, total equity was \$1.4 billion, or approximately 47% of total assets.

In April 2014, the Company completed new financing arrangements that are expected to provide financial flexibility necessary to execute its business improvement initiatives and liquidity to support the Company's growth plans.

The new financing arrangements include a \$400 million three-year letter of credit facility, a \$300 million five-year term loan, the issuance of \$500 million of seven-year senior secured notes, and the issuance of \$287.5 million of tangible equity units. The tangible equity units are composed of three-year amortizing, senior unsecured notes in an aggregate principal amount of \$47.5 million and prepaid common stock purchase contracts, which will settle on or before April 1, 2017.

Concurrent with the new financing arrangements, the Company cancelled its former \$950 million revolving credit facility and terminated a bridge-loan commitment. As of April 30, 2014, the Company had approximately \$1.1 billion in cash, restricted cash and investments and approximately \$900 million in debt outstanding. **Source : Offshore Energy Today**



The **L'Austral** enroute Amsterdam for her maiden call - Photo : Joop Marechal (c)

## Northumberland lifeboat responds to emergency during Duke of Kent visit

Seahouses lifeboat team had an unusual morning after an unexpected Royal visitor clashed with a callout



**The Duke of Kent, President of the RNLI, visits the RNLI lifeboat station at Berwick upon Tweed as part of a two-day tour of Northumberland RNLI lifeboat stations, seen meeting volunteers crewmembers**

A lifeboat team in Northumberland had one of its more unusual mornings as a Royal visitor landed at half an hour's notice, just as it was called out. The Duke of Kent this morning visited RNLI sites in the North of the county, including a museum to North East heroine Grace Darling, in his role as charity president.

Prince Edward took in Berwick and Craster lifeboat stations. And due to having a bit of spare time, his entourage called the team at Seahouses informing them he would also be taking in their station - and would be arriving in half-an-hour.

The village team, which had been on exercise last night and had left its base in somewhat of a mess, got to the station as quick as possible, giving it a once over with the Hoover. And just as the royal visitor was arriving and being greeted by the frazzled crew, their beepers went off. The lifeboat team had to hurriedly leave their special guest and conduct a search for a missing kite surfer. The duke watched as the crew raced to get both boats into the water - only for them to receive a further call telling them the kite surfer had been found safely ashore. Lifeboat operations manager at Seahouses Ian Clayton said: "I think some thought we had stage managed the call out, but it could not have been better timed for the benefit of our royal visitor!" "Thankfully the kite surfer was safe, and the duke was able to see the station and crew in action." **Source : The Journal**



It was a busy day for the **Spliethoff group** in Bilbao 29-04-2014 with moored alongside the **MERWEDEGRACHT** and **LADY CLARISSA** as seen from the departing **LADY ANNA** Photo : **Sjoerd van der Sluis (c)**

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and [Zwagerman Offshore Services](#) join forces into the new company under the name [Rotterdam Offshore Group BV](#). Both companies have a strong reputation for finding innovative solutions for complex jobs. Their ideas and activities are complementary, so a complete portfolio can be offered to clients.  
photo's : [Rotterdam Offshore Group BV](#).

## Second hand vessel purchases on the spotlight during past week

While most ship owners around the world are looking to invest in the future, by placing orders for fuel efficient newbuildings, which also command a premium when it comes to chartering, interest has been rather notable in the second hand market for vessels as well. Of course, should the dry bulk market recover to higher ground and more importantly sustain that kind of higher earnings, ship owners should be expected to make more moves in the S&P market. According to the latest report from Lion Shipbrokers, a number of transactions were picked up over the course of the past week. In the dry bulk market, "Two panamaxs, five supramaxes and three handies changed hands this

week, illustrating healthy buying interest, while dry asset values seem to have stabilized or even starting to soften. Nineties vintage panamax **COYOTE** (72K BLT 1994 HYUNDAI/S.KOREA) and **RZS JOY** (69K BLT 1995 IMABARI/JAPAN) have been sold both to Chinese buyers for \$6.5-\$6.9 mill and \$8-\$8.1 mill respectively, at levels slightly lower than recent deals of **CORONA ACE** (77K BLT 1994 KAWASAKI/JAPAN) for \$6.8 mill and **EVER YOUNG** (73K BLT 1995 SAMSUNG/S.KOREA) for \$8.3 mill. An American fund is said to have acquired en bloc Marmaras' controlled supramax quartet (4 X 51K BLT 2002 STX/S.KOREA CR 4X30T) at the price of \$18.5 mill each while one year younger and Japanese built supramax **MALTO BLOSSOM** (50K BLT 2003 KAWASAKI/JAPAN CR 4X30.5T) was committed to undisclosed interests for one million less at \$17.5 mill. Prices achieved are showing correction of the market. Following their purchase of **ORIENT SINGAPORE** (33K BLT 2011 SHIN KURUSHIMA/JAPAN CR 4X30T) for \$23.1 mill back in April, clients of Dalex of Greece have also acquired off market modern handy **MATISSE** (34K BLT 2011 STX/S.KOREA CR 4X35T) basis drydocking surveys due next month for a firm \$23.5 mill. Japanese controlled handy logger **MOON RIVER** (28K BLT 2002 KANDA/JAPAN CR 4X35T) went for \$11 mill basis special & dry-docking surveys due this December, two million less than April's sale of one year older similar unit **CITRUS VENUS** (28K BLT 2001 IMABARI/JAPAN CR 4X30.5T) for \$13 mill. Japanese controlled handy KEN ZUI (23.5K BLT 1996 SAIKI/JAPAN CR 4X30T) was snapped for \$5.9 mill by South Korean buyers, in line with March sales of **BAVARIAN TRADER** (23K BLT 1995 MITSUBISHI) for \$6.2 mill and **GLOBAL ARROW** (24K BLT 1997 KANASASHI/JAPAN) for \$6 mill", said the shipbroker.

In a similar note, shipbroker Intermodal noted that "undeniably the mind of most owners is currently more on the additional challenges lying ahead in the freight rate market and less on getting their hands in additional tonnage, while those who are still active appear to be showing a preference to 10-15 year old Panamax vessels. On the tanker side, we had the sale of the "**ASTRO SIRIUS**" (98,805dwt-blt 96, S. Korea), which was picked up by Middle Eastern buyers for a price of \$ 10.0m. On the dry bulker side, we had the en-bloc sale of the "**ABYO CHERLIZE**" (72,529dwt-blt 97 S. Italy) and the "**ABYO NATALIE**" (72,529dwt-blt 96 S. Italy), which were picked for a price of US\$ 7.25m each", the shipbroker noted. Meanwhile, in the newbuilding market, Intermodal said that "it continues to operate under the shadow of a disappointing freight rate environment, while we are still witnessing a limited number of orders across all segments coming through. At the same time it also seems that owners are switching their preference between segments as well. The example of Greek owner Capital Maritime, which is reportedly opting for a pair of VLCCs instead of a pair of two Post Panamax containerships initially agreed, comes to show that the market for container vessels is still considered weak and/or that Tankers have better prospects currently, at least as far as owners sentiment is concerned. Time is always the fair judge of such decisions, until then, value is in the eye of the beholder. In terms of new orders, COSCO Xiamen has placed an order in Shanhaiguan in China, for five firm Green Dolphin design Handysize vessels (38,300dwt), for an undisclosed price and delivery set in 2016", the shipbroker concluded.

source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The Cruise season 2014 in Rotterdam was opened with the arrival of the **AIDA STELLA**

Photo : Kees van Schie (c)

# Navios Maritime Acquisition Announces Delivery of One MR2 Product Tanker With Employment and Sale of One VLCC

**Navios Maritime Acquisition Corporation**, an owner and operator of tanker vessels, announced that the **Nave Jupiter**, a new building MR2 product tanker of 49,999 dwt, was delivered from a South Korean shipyard. The **Nave Jupiter** has been chartered-out for two years to a high quality counterparty at a base rate of \$14,319 per day (net) plus 50% profit sharing. The charterer has been granted an option for an additional year at a base rate of \$15,306 (net) per day plus 50% profit sharing.

The **Nave Jupiter** is expected to generate an annual base EBITDA of \$2.8 million and an aggregate base EBITDA of \$5.7 million, assuming operating expense approximating current operating costs and 360 revenue days per year.

Navios Acquisition also announced that the **Shinyo Splendor**, a 306,474 dwt VLCC built in 1993, was sold for a net sale price of \$19.2 million. Following the delivery and sale, **Navios Acquisition** has 36 vessels in the water as follows: 23 product tankers, four chemical tankers and nine VLCCs.

Navios Acquisition has contracted 90.2% and 46.2% of its available days on a charter-out basis for 2014 and 2015, respectively. The average charter-out period of Navios Acquisition's fleet is 1.9 years.

Source: **Navios Maritime Acquisition Corporation**



The TSHD **SHOREWAY** commencing dredging on the Southampton Channel Dredging Project.

Photo : Maarten de Wit (c)

	<h3>Keeping ships in business</h3>	
<p>Phone: +32 3 213 53 00 Fax: +32 3 213 53 21 E-mail: <a href="mailto:hydrex@hydrex.be">hydrex@hydrex.be</a> <a href="http://www.hydrex.be">www.hydrex.be</a></p>		<ul style="list-style-type: none"><li>• Underwater and afloat repairs</li><li>• Dedicated workboats</li><li>• Salvage support</li></ul>

## LNG carrier fleet hits the 400 mark

The 17 April 2014 delivery of Höegh LNG's **PGN FSRU Lampung** has brought the number of LNG carriers in the current fleet to the 400 level. The landmark ship is the first of four 170,000 m3 floating storage and regasification units (FSRUs) that the Oslo-based ship owner had contracted at **Hyundai Heavy Industries Ltd. (HHI)** in Korea. On completion, the FSRU sailed for Lampung at the southern tip of Sumatra, where it will go into service as Indonesia's

second FSRU-based LNG receiving terminal. The Lampung FSRU is being stationed 20 km off the coast in 23 metres of water for at least 20, and possibly as many as 30, years. The vessel is equipped with mooring structure at the bow which enables connection to a tower yoke mooring system at the site.

Classed with DNV GL, **PGN FSRU Lampung** has a reinforced GTT Mark III membrane tank containment system and is provided with three 6-cylinder Wärtsilä dual-fuel engines to enable a service speed of 10 knots. As the vessel will remain at the designated offshore station for most of its working life, a full-scale propulsion system was deemed to be unnecessary. The global LNG carrier fleet that the milestone vessel is joining has followed a remarkable growth path since the first commercial cargo of LNG was delivered from Arzew in Algeria to Canvey Island in the UK, almost 50 years ago, in October 1964.

It took 34 years for the in-service fleet of LNG carriers to reach 100 vessels and a further eight years for it to break through the double century barrier. The 200th ship was the 145,000 m<sup>3</sup> Maersk Qatar (now Milaha Qatar), a GTT Mark III membrane tank ship completed by Samsung Heavy Industries (SHI) in April 2006. As demand for natural gas continued to soar, fleet growth accelerated in the latter half of the past decade and it took only just over two and one-half years for the next centennial milestone to be reached. The 300th LNG carrier in the fleet that was then in service was the 155,000 m<sup>3</sup> Tangguh Jaya, completed in December 2008.



The LNG tanker **GRACE DAHLIA** anchored off Gibraltar - **Photo : Francis Ferro (c)**

Also built by SHI and also a GTT Mark III membrane tank vessel, **Tangguh Jaya** was built for a K Line/PT Meratus Line joint venture and service in the carriage of LNG from the newly commissioned Tangguh LNG export plant in Indonesia's Papua province to customers in China, Korea and elsewhere.

Thereafter, following the global financial crisis that broke in September 2008, the pace of ordering new ships slowed and it has taken over five years for the 400-ship landmark to be reached. The slowdown will be temporary, however, and the gap to the 500th ship will be shorter. There are currently 120 LNG carriers on order and the next centennial celebration is due in late 2016 – another gap of only two and one-half years.

The resurgent growth in the LNGC fleet is being spurred by strong demand for gas in Asia. The seven world-scale LNG liquefaction plants currently under construction in Australia will do much to service the rising requirements of China, Japan and Korea. The Australian schemes will add about 65 million tonnes per annum (mta) of LNG production capacity, or about one-quarter of the current global trade in LNG. But Asian purchases of LNG will not end there and already new LNG export schemes are taking shape in the United States, Canada and East Africa, primarily with Asian needs in mind. The LNG fleet will continue to expand strongly in order to carry this new production to world markets and meet customer needs. The next 100 ships are set to include an even wider variety of ship types than the latest 100. The continuing extension of the LNG supply chain into the small-scale segment will ensure the presence of the world's first purpose-built LNG bunker vessels amongst the deliveries. And, as the timely appearance of PGN FSRU Lampung highlights, FSRUs are well represented in the current orderbook. There will also be a debut for the world's first icebreaking LNG carrier.

FSRUs provide an ideal vehicle for gas import nations to achieve access to this clean-burning fuel on a fast-track basis and at comparatively low cost. Approximately one-half the new LNG-receiving projects currently taking shape are based on the use of an FSRU rather than a traditional shore-based terminal, which comes complete with storage tanks, a marine jetty arrangement and vaporiser units. The new FSRU terminals are envisioned as either a temporary measure, until a growing call for gas prompts the need for a full-scale, shore-based receiving terminal, or as all the import nation will require in terms of import infrastructure. There are currently 17 FSRUs in service and 12 on order. Four FSRUs were completed in 2013 and, of the eight LNG carriers delivered so far in 2014, three are FSRUs. The complement is set to increase going forward as existing FSRU newbuilding options are exercised and orders for further vessels of this type are placed.

In 2013 the capabilities of the current LNG carrier fleet were once again logged by the Paris-based International Group of Liquefied Natural Gas Importers (GIIGNL). All LNG carrier voyages and cargo discharges completed last year are recorded in its recently released report, *The LNG Industry in 2013*. By end-December 2013, the in-service fleet of LNG carriers had reached 393 vessels. During the year this fleet completed 3,998 laden voyages, delivering 236.91 million tonnes of LNG, a meagre 0.3% expansion on the 2012 total. Japan's 26 receiving terminals accounted for 1,532 of the voyage total, or one less cargo than in 2012. That is equivalent to just over four shiploads per day, or 30 per week, for the world's largest LNG importer. China received 260 cargoes in 2013, up from 206 the previous year, while deliveries to the Southern Cone of Brazil, Argentina and Chile totalled 224, a 24% rise on the previous year. Interestingly, there were 82 LNG cargoes delivered to the South East Asia quartet of Indonesia, Malaysia, Singapore and Thailand and 53 to the Middle East, more specifically Dubai, Kuwait and Israel. Israel and Malaysia are the two new LNG import nations of 2013. While setting the scene for resurgent growth and buoyant times ahead, GIIGNL's *The LNG Industry in 2013* publication also looks back to report that since the first commercial LNG delivery in 1964, over 75,000 cargoes have been delivered without loss. **Source: BIMCO**

## **Indonesian Waters, Hot Bed For The Lurking Pirates**

Indonesian beaches are known to be serene and gorgeous, visited by tourists from around the world who look for a relaxing vacation. However, what lies beyond those pretty shores are quite petrifying to think of, because more and more pirates are lurking each year in Indonesian waters.

"The World's Most Dangerous Waters" was a title given to Indonesian seas on the piracy subject, according to a Forbes report. This is due to a rising pirate attacks in Indonesian waters. Although global piracy is witnessing a decline, Indonesian seas are suffering from the opposite. In 2012, 297 pirate attacks occurred worldwide, out of which 81 occurred in Indonesia's waters and 75 in Somalia and the Gulf of Aden.

According to the Piracy Reporting Centre, Indonesia was the global leader in sea piracy with 25 incidents out of 66 worldwide in the first quarter of 2013. The total number of pirate attacks worldwide has fallen from 177 in first half of 2012 to 138 in the first half of 2013, according to research by the International Chamber of Commerce's Internal Maritime Bureau (IMB). During the same period, attacks in Indonesia have grown by 50%. A spokesperson for the Indonesian National Police (POLRI) said that pirate attacks are scattered over a few locations but the waters surrounding Riau are at risk the most. Indonesia's Tanjung Priok, Dumaim Belawan, Taboneo and Muara Jawa have been marked as hot beds for pirate attacks. The number of pirate attack cases in Indonesia has been on the rise since 2009. Author of a book on Indonesian piracy, Eric Frécon, suggested that pirates have shifted from their traditional bases in Strait of Malacca between Indonesia and Malaysia. The prime targets of these attacks in these Southeast Asian seas are the commercial vessels, but unfortunately law enforcement is too weak to deter these attacks. In order to reduce the number of pirate attacks in the Strait of Malacca, patrol boats have been in place and successful at keeping pirate attacks at bay at one of the busiest shipping lanes in Asia.

However, it would be incorrect to say that the pirate situation has indeed worsened in Indonesia, because it is difficult to compare with other regions such as East Africa due to the unique nature of the attacks. Piracy incidents in Indonesia are less alarming than those occurring in other regions. Common weapons of choice for these pirates are knives and machetes. First half of 2013 saw 7 victims of hostages by pirates in Indonesia, while in Malaysia it is reported to be 16. Moreover, in comparison to Africa, more people became the victims of pirate attacks. The pirate attacks on Indonesian waters are very low-level opportunistic crimes, there are very few serious cases, and most involve robberies. In spite of Indonesia protecting its seas, one factor, which gives rise to these attacks, is the lack of law enforcement present in waters. When they are, the patrol ships are too big to follow pirates through the mangroves where they hide. Even if patrol boats chase after them, the small size is not adequately equipping the patrol boat to take down those pirate ships. **Source : globalindonesianvoices**

## **One of the RNLI's oldest fundraisers in the country marks her 100th birthday**



One of the RNLI's oldest fundraisers celebrated her centenary on Wednesday, May 7, Vera Robinson MBE has been raising funds for the Redcar RNLI lifeboat station since she was 16. Now president of the Redcar Lifeboat Ladies Guild, Vera first began collecting for the lifeboats at Redcar in 1930.

Dave Cocks from Redcar RNLI said: "Vera really is one of a kind. When she started raising funds, the lifeboat at Redcar was oar-powered, and we still used horses to launch the lifeboats. "Sometimes, the womenfolk of the town would help to get the lifeboat into the sea. "Vera has seen so many changes in lifeboats over the last 84 years, but the one thing that has remained constant is the fantastic support the ladies guild have shown to the volunteers who crew the lifeboats." Vera was a teacher at Zetland Primary School, Redcar, and was awarded the MBE for services to teaching in 1971 and in 2001 she was granted the freedom of Redcar and Cleveland. Mr Cocks added: "Generations of lifeboat volunteers have grown up in Redcar

knowing Vera, either from school or from her fundraising efforts. "Even now she tries to be as active as she can be. Just last month she attended the ladies guild AGM and insisted on making a speech to the meeting."

It is planned to mark her 100th birthday in Redcar's new Civic Centre, when the Mayor of Redcar and Cleveland, Vic Jeffries, will host a special event with representatives attending from the RNLI and other organisations with which she also has links.

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## Cost of Somali piracy slumps as attacks fall

The cost of Somali piracy to the global economy fell by almost half last year as attacks slumped, but piracy in West Africa was on the rise, an annual security report said on Wednesday. The Oceans beyond Piracy report put the total cost of Somali piracy - by far the largest single threat to international shipping in recent years - at only \$3.2 billion in 2013.

There were still at least 50 hostages in Somali captivity in desperate conditions, held on average for most three years each, the report said. Gauging the level of threats in the Gulf of Guinea was difficult because of incomplete reporting but it was clear that rising numbers of seafarers were being kidnapped, it said. At the height of Somali pirate attacks in 2011, up to a dozen or more merchant ships were being held captive at any one time, often for multimillion-dollar ransoms. Since then, growing use of private security details and the presence of international warships have largely prevented successful attacks. No large vessels were seized in 2013. "The efforts of the international community and

the shipping industry have considerably reduced the threat of Somali piracy," says Jens Madsen, one of the report's authors. "But we have yet to achieve the goal of ... zero vessels captured and zero hostages held."



Only a tiny proportion of the money spent on Somali piracy was being used for permanent solutions onshore, the pirates' launching pad for attacks on passing ships, the report said.

The lost majority of the funds was used for private security contractors and insurance premiums.

#### **PIRACY DIFFERENT IN WEST AFRICA**

Shipping companies, which in the past used larger and more costly teams and took expensive steps such as rerouting vessels and traveling at greater speed, were increasingly turning to smaller groups of armed personnel, the report said.

Somali pirates were increasingly attacking local fishermen and smaller craft, often hoping to use their vessels to attack larger ships. In West Africa, tackling the attacks was complicated by the lack of regional cooperation and information sharing, it said.

"Piracy in the Gulf of Guinea is fundamentally different (from) events taking place in the Indian Ocean," said Madsen.

"We observe... a high degree of violence in this region," he said. "The constantly evolving tactics of West African piracy make it extremely difficult to isolate it from other elements of organized crime." **Source : Reuters**

## **Vale Says China Access to Valemaxes Desirable, but Not Necessary**



The **VALE SAHAN** moored in the port of Sohar (Oman) **Photo : Rik van Marle (c)**

Vale has established enough access for its huge Valemax vessels at ports around the world that it does not necessarily need to be able to berth at ports in its top market China, a senior official said on Wednesday. "We have right now 30 Valemaxes and we're going to have 35 by middle of this year. At this time the system that we have already established

is enough to absorb these Valemaxes," Claudio Alves, global director for iron ore marketing and sales at Vale, said on the sidelines of an industry conference.

The 400,000-deadweight tonne vessels have been banned from Chinese ports since 2012 as Beijing protects its own shipping industry. But Alves said the Valemaxes can berth in ports and Vale's facilities that are close to China, including in Japan, South Korea, the Philippines and Malaysia, as well as in Europe and the Middle East. "I don't need access to China but it's desirable to have access to China. We'll be very happy when China decides but we believe that economic rationality will prevail and the benefits of the Valemax will be appreciated by the Chinese industry whenever it's possible," he said. **Source: Reuters**



## Manila arrests Chinese fishermen to uphold its 'sovereign rights'

The Philippines said Wednesday it seized a Chinese fishing boat and its 11 crewmen on charges of catching endangered sea turtles in disputed South China Sea waters, prompting China to demand their release and accuse Manila of being provocative. Maritime police Chief Superintendent Noel Vargas defended the action as a move to enforce maritime law and "uphold sovereign rights," according to The fishermen were held off Half Moon Shoal in the Spratly Islands after they were found with 350 marine turtles, said to be endangered species.

China demanded that the Philippines release the boat, and Foreign Ministry spokeswoman Hua Chunying urged Manila to "stop taking further provocative actions." China claims almost the entire oil- and gas-rich South China Sea, rejecting rival claims to parts of it from Vietnam, the Philippines, Taiwan, Malaysia and Brunei. It also has a separate maritime dispute with Japan. The Philippine government said its maritime police seized the Chinese fishing boat and apprehended its crewmen "to enforce maritime laws and to uphold Philippine sovereign rights" over its exclusive economic zone. It is the latest territorial spat between the two Asian nations, which have had increasingly tense disputes over two shoals and other areas of the South China Sea.



China earlier said via state media that Chinese officials lost contact with 11 fishermen after they were intercepted by armed men near Half Moon Shoal not far from the Philippines.

*Left : Philippine Marines deployed on the Philippine Navy ship LT 57 Sierra Madre off South China Sea on the West Philippine Sea.*

The shoal, called Hasa Hasa in the Philippines, is claimed by China as part of the Nansha island chain, known internationally as the Spratly Islands. The Spratlys are a major cluster of potentially oil- and gas-rich islands and reefs long disputed by China, the Philippines, Taiwan, Malaysia, Vietnam

and Brunei. China lays claim to virtually the entire South China Sea and is locked in an increasingly heated dispute with the Philippines, Vietnam and others over rights to energy resources, fishing grounds and island outposts.

Vargas said the Chinese boat will be taken to the western Philippine province of Palawan, about 110 km from Half Moon Shoal, and the fishermen will face charges of violating Philippine laws prohibiting catches of endangered green

sea turtles. Another boat with Philippine fishermen was also caught in the area with 70 turtles aboard, and those fishermen will face the same charges, Vargas said. China's official Xinhua News Agency said the Chinese fishermen's vessel was intercepted on Tuesday by armed men who fired warning shots in the air. An official from the Fishing Port Monitoring Center at Tanmen in China's Hainan province confirmed the report. He said he had no other details and declined to give his name, as is common among Chinese bureaucrats. A Chinese frigate became stuck in the shallows of Half Moon Shoal while on a security patrol in 2012, prompting China to send rescue vessels. **Source : Arab News**

## **COSCO SHIPPING Heavy Lift Vessel Set a 600mt New Record on Single Lifting**

On April 10th, **COSCO SHIPPING's** heavy lift vessel **MV DA KANG**, with lifting capacity up to 700 tons, successfully lifted two tugs that weighted 615mt in total in Haiphong, Vietnam. The vessel made a breakthrough on the single lifting over 600mt, which marks that the lifting capacity of its heavy lift vessel is reaching a brand new level.

Since May of last year, the DA Type III heavy lift vessels, COSCO SHIPPING's 28000DWT newbuildings with single lifting capacity in 350 tons and tandem lifting capacity up to 700 tons, have emerged in the international heavy lift transportation market. Previously at the beginning of this year, **MV DA AN** had created a record on single lifting up to 566mt.

On the morning of April 10th, the 615mt tug berthed alongside **MV DA KAN**, which was already well-prepared at Ha Long Bay Anchorage of Haiphong, Vietnam. The most important operation was the last step that the cargo was loaded onto the pedestal. It should be particularly careful of matching exactly onto the right position. Accordingly, operating personnel adjusted each part of the dunnage's height, by which the tug could be fully suited to the pedestal. Thereby, the pedestal was evenly forced. It ensured that the local strength of hatch could be without damage and the cargoes were secure. By the precise operation, the 615mt tug was successfully loaded onto the pedestal. This excellent performance won high praises from the shipper and inspection personnel. And with the former loading experience, the second loading of another 615mt tug was also completed in good order. The new record of COSCO SHIPPING's heavy lift vessel reflects the hard endeavor from staff on board and on shore. They were cargo booking in the market of earlier stage and well corporation with technological team that contributed to make the contract; the medium-term refinement of technical solution as well as the preparation of lashing and dunnage materials; also the on-site commands of port captains during the loading process, the crew's coordination when operating cranes, and the powerful support of technical team on shore in the later period. This great power that came from all links and teams promotes the strength of COSCO SHIPPING's heavy lift vessel to reach a brand new level. **Source: COSCO SHIPPING**



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## NAVY NEWS

# Navy has taken serious note of mishaps: Naval chief RK Dhowan

The Indian Chief of Naval Staff Admiral RK Dhowan said that the Indian Navy has taken a 'serious note' of the recent accidents involving its submarines and the probe reports are in different stages. "Inquiry procedures are very detailed. These are different incidents. The inquiry reports are in different stages. Some submitted by command, some at examination at naval headquarters," the Naval chief, who is on a two day visit to Kerala, said in a brief interaction with media here.

Responding to queries if probe reports on mishaps concerning naval ships and submarines had been submitted, he said, "What was important is that even before the probe report has been submitted, some 'stringent recommendations' have been made on measures to be taken and these have been communicated to every single platform of the Indian Navy including ships, submarines and aircraft."

The intention is that we should operate these platforms in a professional manner to ensure that we follow procedures and see that we do not make mistakes, Dhowan said.

About some reports quoting 'Q' branch police at Chennai that interrogation of a Sri Lankan national, a suspected ISI agent arrested recently, revealed that there were plans to attack the Southern Naval command and Ezhimala Naval academy, he said "We are always alert. We are a fighting force and we will always be alert to take on any contingency and the aspect of safety and security of our assets and personnel is of paramount importance."

Asked if the Navy's confidence had been dented with the series of accidents, the Naval chief said being a professional service, the navy would work as a team to ensure that the "prestige of white uniform and confidence of the nation in the navy is restored." He said that the Indian Ocean region was of primary interest both from operational angle as well as professional angle for the Indian navy.

In the maritime domain, that region was the focus of the world, Dhowan said. "So we have to take into account every aspect of threat perception that exists in our waters. If there is any specific input that comes in, then we take specific note of it, he said.

On taking in foreign cadets at the naval academy at Ezhimala, he said "Our requirement was first to consolidate the infrastructure and other facilities. It is now our intention to examine the feasibility of commencing this from December this year." When asked about the proposed ship design facility at Kozhikode, the Admiral said it would be set up in phases. And once set up, it will have a repository of various aspects of design and construction in the country.

On upgradation of training aspects in Navy, Dhowan said the Navy's plan of modernisation was in accordance with its long term maritime capability in respective classes. "So what is being inducted into the Navy is in accordance with that plan", he said. Earlier, addressing naval personnel, Dhowan said the accidents in the last few months had dented the image of the force to some extent. "Our efforts should be to work unitedly and restore the navy's prestige and professional image. We have worn white uniforms and each one of us should maintain its prestige," he said. **Source :**

DNA India

## Navy warship sidelined by rust in hull

The Royal Canadian Navy has lost the use of another one of its air defence destroyers after rust was found in the hull, leaving the fleet further diminished as more than a dozen other vessels undergo regular maintenance, modernization and repairs. **HMCS Iroquois** was tied up in Halifax sometime in mid-April after corrosion was detected in a machinery space in the warship that has also been plagued by structural cracks. Cmdr. Jay Harwood says the vessel is undergoing an assessment to determine if it needs repairs, what that might cost and whether fixing the 42-year-old ship might prove too expensive before it is due to be decommissioned in the next few years.

"We recognize the need to assess what we're seeing here and make a well-founded engineering judgment," Harwood, who oversees the fleet's engineering state, said Wednesday in an interview. "There were some areas of concern identified with respect to her structure and right now we're just assessing the overall state of her structure to confirm that she's safe to continue operations at sea." Harwood would not specify where the corrosion was found or reveal how extensive it is, saying only that it is in the interior and that a navy dive team had inspected the vessel's underside to make sure it hadn't permeated the hull.

This latest setback removes a vital asset from the fleet and reduces certain critical capabilities, says defence analyst Martin Shadwick. The destroyers serve as command and control vessels, but are also the only naval ships that have long-range air defence missile systems, he said. With **HMCS Iroquois** indefinitely out of commission and its sister ship, HMCS Algonquin, undergoing repairs from an accident in February, the navy has only one destroyer at the ready.

It is also without many of its Halifax-class frigates, which are undergoing a lengthy modernization program to add radar and command and control systems, while upgrading radar and missile capabilities. Shadwick said that could make it difficult to find ships to do fisheries patrols or participate in missions aimed at countering piracy, smuggling or drug trafficking, as well as any unexpected missions. "At the exact time that your destroyer numbers are slipping, maybe permanently, you're also missing a lot of the frigates," he said.

"So the bottom line is, you're short of hulls and have fewer to send anywhere. ... Whatever you're using them for, you just don't have the ships." That leaves the navy down eight vessels on each coast, with five in modernization and 11 undergoing repairs or maintenance. Out of 33 ships and submarines, only 17 are in service or "employable," according to the navy.

This latest problem comes after fatigue cracks were found on the Iroquois in February when the ship was in Boston. An engineering team travelled to the U.S. to inspect it and deemed it safe to return to its home port in Halifax. Harwood said they stepped up inspections of the ship after that, which led to the discovery of the corrosion. He acknowledged that the rust problem could lead to the early decommissioning of the ship, which is due to be retired in the next few years and before any successor ships are in place. He said the navy has had to juggle some of its operations and pull **HMCS Iroquois** out of some exercises, including one last week in Norfolk, Va.

"As we conduct our assessment and come up with a plan, that will determine whether any future requirements will have to be juggled," he said. "In the coming weeks we'll have a good appreciation if we're done with the assessment or if a further assessment is required." Shadwick said he expects the military would also have to look at her two sister ships to determine if they have similar rust problems. But navy spokesman Capt. Peter Ryan said the focus now is only on **HMCS Iroquois**. The Iroquois-class destroyers were built in the early 1970s and extensively modernized in the early 1990s. They were designed for hunting subs, but were redesigned as command-and-control and air defence ships. **Source : The Canadian Press**

## Truong Sa submarine runs aground

Having found the Truong Sa submarine's path to the open sea to be too bumpy, it's inventor has officially decided to postpone his testing plan.



Nguyen Quoc Hoa, Director of the Quoc Hoa Mechanical Engineering Company, and father of the Truong Sa mini-submarine, has confirmed with the local press that all his plans for the submarine have been postponed, notwithstanding the support he has garnered from concerned agencies and influential businessmen. "In the immediate future, I have to do as guided in the document released by the Thai Binh provincial People's Committee," Hoa said on Dat Viet on May 3.

This means that Hoa has decided to follow the "straight" and official way to have his mini submarine tested on the open sea, though he anticipates a series

of obstacles. Just some days earlier, scientists still believed that there was a ray of hope for putting the submarine through its paces. Hoa told the local press on April 30 that after the Thai Binh provincial authorities refused to allow Truong Sa to be tested in Thai Binh's waters, he and his associates were considering testing the vessel at Tuan Chau Tourism Complex on Tuan Chau Island at the invitation of the "Island's King", Dao Hong Tuyen.

Tuyen is well known in Vietnam as one of the richest billionaires and most influential businessmen, and one who is willing to provide financial support to scientific inventions. "I have asked for permission from the Ministry of National Defense, and I have received an invitation from Mr Dao Hong Tuyen," Hoa told the local newspapers.

But he has to rethink. "I need to calm down. Everything needs to be done step by step. I have to get permission first. If not, the testing will be illegal, no matter whether it is carried out in other provinces," he said.

"I'll have to make a report about the measures for ensuring the safety of the submarine and people. I'll have to survey the waters for testing. It will take time," he continued. "But first of all, I'll need to get permission," he repeated.

In its document, the Thai Binh provincial People's Committee stated that it has assigned the province's relevant agencies to show Hoa what he needs to do to build up a perfect plan meeting the requirements for the testing. It has also suggested that the submarine should be tested at the Naval Technology Institute under the permission of Naval Command Zone 1. If so, Hoa would have to submit his plans to a series of state management agencies. And Truong Sa, a civil submarine, would have to wait for guidance from military agencies.

Meanwhile, Admiral of the Fleet, Deputy Minister of National Defense Nguyen Van Hien, said Truong Sa is not a military submarine. Therefore, he said, it would be better to assign a civil agency, possibly the Ministry of Science and Technology, to take responsibility for the sub's testing. Hence, to date, Truong Sa still does not know what path it must take to reach the open sea. And that's because the relevant agencies don't know as well. **Source : VietnamNet**

## **PLA monitoring foreign submarines in South China Sea**

After Vietnam received its first Kilo-class submarine in November, China has adopted an underwater strategy to monitor the activities of foreign submarines in the disputed South China Sea, writes US defense expert Harry Kazianis for the Tokyo-based Diplomat magazine.

Quoting an article written by Lyle Goldstein and Shannon Knight for the United States Naval Institute's Proceedings magazine, Kazianis noted that China has deployed fixed ocean-floor acoustic arrays off its coastline, while research suggests that China is deploying the new system for anti-submarine warfare. Kazianis praised the work of Goldstein and Knight, which cited several Chinese-language journals such as Shandong Science, China Science Daily, Naval and Merchant Ships and Ship Electronic Engineering. He added that their research has shown that China is now hard at work deploying ocean-floor surveillance systems in its proximate waters.

By foraying into this important area of military technology, China is attempting for the first time to address its weakness in conducting anti-submarine warfare, according to Kazianis. "An investment in fixed acoustic arrays seems to be a big down payment on reversing such a glaring military weakness," the expert said, adding that such technology can also help to protect the country's ballistic missile submarines in the region. Kazianis noted that it is a new twist in Beijing's anti-access/area-denial strategy (A2/AD), and if the technology is perfected it could also be used against the United States in a potential conflict in the Asia-Pacific. Meanwhile, an article for the Global Times, a newspaper published under the auspices of the Communist Party mouthpiece People's Daily, indicated that the People's Liberation Army Navy has already established its first underwater listening network. The system based at Sanya in southern China's Hainan province monitors the movement of foreign submarines in Chinese waters, the paper said. **Source : Want China Times**

## **DND opens bidding for 2 anti-submarine choppers**

MANILA - The Philippine government has allocated a P5.4 billion budget for the purchase of two anti-submarine helicopters.

Defense Undersecretary for Defense Operations Natalio Ecarma said the bidding process is open to interested local and foreign suppliers. Ecarma is also head of the Bids and Awards Committee.

Defense undersecretary for finance, munitions, installations and materiel Fernando Manalo first revealed the plan in November 2012. President Benigno Aquino III announced the plan anew during the graduation rites at the Philippine Military Academy in March as part of his promise to modernize the military under his term. The project includes the acquisition of associated munitions, mission essential equipment, and integrated logistical support for the helicopters.

"Bids received in excess of the approved budget for the contract will automatically be rejected," said Ecarma.

He said the bidding will be conducted using the non-discretionary "pass-fail" test, as provided in Republic Act 9184 or the Government Procurement Act. Bidding documents are already available at P75,000. The initial pre-bid conference will be on May 20. The delivery of the two combat utility helicopters is 730 calendar days after the opening of the letter of credit.

The Philippine Navy is reportedly interested in the **AW159**, which is manufactured by Anglo-Italian aircraft manufacturer AgustaWestland. The **AW159** is a medium naval helicopter that has the latest radar and sonar technology, and various armaments including missiles, rockets and torpedoes. It can reach speeds of up to 291 kilometers per hour. **Source : ABS-CBN**

## Philippines Accepts Bids From Indian & French Firms For Frigate Competition

An Indian company has been invited to compete in an international tender to supply frigate for the Philippines Navy. India's state-owned **Garden Reach Shipbuilders and Engineers, Ltd.** and **STX France**, SA from Europe joined the P18-billion project to boost the country's maritime forces with new warships, Navy technical working group head Commodore Roland Mercado said in a state news report on Thursday. The Philippines Department of National Defense (DND) has accepted the motions for reconsideration of two foreign shipbuilding firms that seek to join the bidding for Philippine Navy's frigate program, a Navy official said. The two firms were excluded from the project due to an insufficiency in documents but since reconsidered by the agency's Special Bidding Awards Committee after renewing their application, according to the Philippine Star. Source : DefenseWorld

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## Vyborg Shipyard starts building hull of 21900M icebreaker "Novorossiysk" for Rosmorport

The hull assembly phase commenced at Vyborg Shipyard for "Novorossiysk", the third in a series of diesel-electric icebreakers of **Project 21900M**, the shipbuilder said in a press release. The hull is fabricated on a semi-submersible heavy-lift barge "**Atlant**", built by the Vyborg Shipyard. The 21900M-series flagship was launched on May 1, 2014.



"**Murmansk**", the second serial icebreaker is being constructed in cooperation with **Arctech Helsinki Shipyard**.

The icebreaker was ordered by the Federal Agency of Maritime and River Transport, owner / developer is Rosmorport.

The icebreaker of Project 21.900M is an evolution of Project 21.900. The icebreaker is capable of ramming a path in the 1.5-m-thick ice. The multipurpose vessel is intended for

escort of large-tonnage cargo ships, for towing, fire fighting on floating and other facilities, salvage of stricken ships and for cargo transportation. Deadline for newbuilds delivery is 2015.

Semi-submersible heavy-lift barge "**Atlant**" made of special steels was designed for year-round operation, including in the ice-covered waters. The vessel is intended for floating out ship hulls, for heavy-lift transport operations outside the water basin of Vyborg Shipyard.

**JSC Vyborg Shipyard**, a largest shipbuilding company of the North-West region of Russia, is part of United Shipbuilding Corporation. The Company has built for more than 200 different vessels the past 60 years of total 12000 DWT and total displacement of over 1.3 million tonnes. Today, the shipbuilder specializes in the construction of drilling rigs for offshore fields development, of icebreakers and ice-class vessels, small and medium tonnage ships, as well as ship repair. **Source : PortNews**

## Daewoo Shipbuilding wins US\$160 mln order

**Daewoo Shipbuilding & Marine Engineering Co.**, one of South Korea's leading shipbuilders, said Wednesday that it has clinched a US\$160 million deal to build two 84,000-ton LNG carriers from an Asian shipper. The shipper, whose name was withheld due to a confidentiality agreement, is one of the two companies who previously placed combined orders of \$640 million for eight very large gas carriers (VLGCs) with Daewoo Shipbuilding, the South Korean company said. The vessels are scheduled to be delivered by the second half of 2016, it said. The VLGC, a type of gas tanker used in shipping, accounts for 70 percent of the global transportation of LPG, the company said. Orders for VLGCs from Asia and the Americas have been on the rise as demand for LPG grows due to prolonged high prices of crude. With the latest order, the shipbuilder has won orders for 17 vessels worth \$1.9 billion this year. **Source : YonHap**

## Ingalls Launches Fifth USCG National Security Cutter



**Huntington Ingalls Industries' (HII)** Ingalls Shipbuilding division launched the U.S. Coast Guard National Security Cutter **James (WMSL 754)** on Saturday. James is the company's fifth NSC and is expected to deliver in 2015.

"Our learning curve continues to improve in this program, and the hot production line certainly provides a foundation for this progress to continue," said Jim French, Ingalls' NSC program manager. "We are able to provide an affordable ship for our customer while providing a capable ship to the Coast Guard fleet. We have delivered three ships, with a fourth one to deliver later this year. Our shipbuilders' effective and efficient work

ensures the men and women who will serve on this ship, a high-quality product that will be a valuable asset for our nation for many years to come."

Ingalls' launch process moves the ship on rail cars over to the company's drydock. The dock is moved away from the pier and then flooded to float the ship. Tugs then guide the ship to its berthing area where it will complete construction. "We have an outstanding shipbuilding team who worked tirelessly to make certain this translation process and launch were completed as proficiently as possible," said NSC 5 Ship Program Manager Jim McKinney. "Now we look forward to completing the construction so we can take her to sea next year and deliver another outstanding NSC to the Coast Guard."

Ingalls has delivered the first three NSCs and has three more under construction, including James. **Hamilton (WMSL 753)** will undergo sea trials this summer and is expected to deliver later this year. Ingalls' sixth NSC, **Munro (WMSL 755)**, began construction late last year and will be launched in the fourth quarter of 2015. The seventh ship, **Kimball (WMSL 756)**, is scheduled for delivery in the first quarter of 2018. Legend-class NSCs are the flagships of the Coast

Guard's cutter fleet. Designed to replace the 378foot Hamilton-class High-Endurance Cutters that entered service during the 1960s, they are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 110. NSCs are capable of meeting all maritime security mission needs required of the High-Endurance Cutter. They include an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. The Legend class is the largest and most technologically advanced class of cutter in the Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. NSCs play an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater. **source : marinelink**

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The **EDDA FERD** and **EDDA FRAM** moored in Killybegs, Ireland.

Photo : Edda Ferd (c)

## Saipem awarded E&C contracts for approximately \$4 billion

**Saipem** has won four new Engineering & Construction contracts, onshore in Saudi Arabia and offshore in Brazil, for a total amount of approximately \$4 billion, the company said in its press release. Saipem has been awarded by **Saudi Aramco** three contracts in Saudi Arabia for onshore engineering and construction activities.

Two EPC contracts relevant to the Jazan Integrated Gasification Combined Cycle project are to be located near the city of Jazan, in southwestern Saudi Arabia. Package 1 contract comprises the Gasification Unit, the Soot/Ash Removal Unit, the Acid Gas Removal and the Hydrogen Recovery Units. Package 2 contract includes six Sulphur Recovery Unit (SRU) Trains and relevant Storage Facilities. The scopes of work of both packages include engineering, procurement, construction, pre-commissioning, assistance to commissioning and performance tests of the concerned facilities. These two packages are part of the current Saudi Aramco development of the largest gasifier-based power facility built in the world, adjacent to its new Jazan Refinery & Terminal project. The power plant will be based on gasification technology and the primary feedstock to the power plant will be the vacuum residue produced in the refinery as well as high sulfur fuel oil. The power plant will serve the refinery power needs and export a large amount of power to the national grid.

As part of the Jazan Economic City, Saudi Aramco's Jazan Refinery and Terminal Project is part of its strategic intent to facilitate a diversified and sustainable expansion of Saudi Arabia's economy and enable a globally competitive and vibrant Saudi energy sector. The Jazan Refinery and Terminal Project itself will provide more than 1,000 direct jobs in addition to 4,000 indirect jobs. Furthermore, Saudi Aramco has awarded to Saipem an EPC contract for the Loops 4 & 5 of the Shedgum-Yanbu' Gas Pipeline, linking Shedgum to Yanbu' .

The scope of work of this third contract includes detailed design, engineering, procurement, installation, commissioning and start up assistance for two pipelines, which will be completed in the second half of 2017.

In Brazil, Petrobras has awarded to Saipem an EPCI contract for the Lula Norte, Lula Sul and Lula Extremo Sul Project, to be developed in the Santos Basin Pre-Salt Region, approximately 300 kilometres off the coasts of the Rio de Janeiro and São Paulo States. The scope of work includes engineering, procurement, fabrication and installation of three offshore pipelines, with related terminations (PLETs) and Free Standing Hybrid Risers (FSHRs) for the gas export systems to be installed in the Lula field in water depths up to 2,200 meters. The marine activities will be performed mainly by the Saipem FDS2 within the first half of 2016. Saipem will use its yard, currently under development in Guarujá for the fabrication of the Risers system and the associated Subsea equipment. The project will be delivered in the third quarter of 2016. Umberto Vergine commenting these new contracts said: "Winning these contracts is certainly a great success for Saipem: the contracts in Saudi Arabia represent the first large onshore projects won in 2014 and confirm our competitiveness in complex onshore projects with significant technological edge. The new Lula offshore contract proves that our entry strategy and our investments to become a big player in Brazil start to pay off. In both cases we have, exactly at the right time, secured important contracts in two of our target countries, for two of our key clients. This is extremely encouraging for more success in the future". *Source : PortNews*

## Høegh Autoliners and Wallem sign Shipman deal



**Høegh Autoliners** senior management team with **Captain Deepak Honawar**, **Wallem Singapore** Managing Director, **Jude Dias**, **Wallem Europe** Safety Manager, and **Simon Frank**, **Wallem Ship Management** Commercial Director.

**Høegh Autoliners** signed a nine vessel ship management deal with **Wallem Ship Management** at the Høegh headquarters in Oslo, Norway. The ship management agreement cements a deal between the companies, with Wallem delivering technical and crew management to nine PCTCs from its Singapore base. Wallem broadened its ship

management business to Singapore in 2013, complementing the company's existing ship agency services in the city state, providing an attractive option for ship owners looking for access to Singapore's maritime business advantages. Wallem Ship Management Managing Director Ray Mc Namara said Höegh would be a feather in Wallem's client cap. "Höegh is such an extremely well-known and reputable ship owner in Europe and Asia, and we are very proud to efficiently and safely manage their ships," said Mr Mc Namara. "The signing of the ship management contract is an important occasion for Wallem and by delivering reliable services from Hong Kong, Singapore and Hamburg, we can continue to attract reputable ship owners."

Wallem will take over vessel management of the nine vessels in a staged process from May 2014. With the addition of these new vessels, Wallem Ship Management will be managing 30 PCC/PCTCs for ship owners such as NYK Line, and the Singapore fleet will grow to 22 vessels. Wallem is well known in the maritime industry for its ship management and technical services, and today remains a key service for the Group. Recently Mr Ioannis Stefanou has joined the Group to lead the technical teams in Hong Kong, Singapore and Europe as the business positions itself for continued growth. Mr. Stefanou has vast experience in senior commercial and technical roles with both ship owners and third party managers. The ship management services delivered by Wallem have recently been acknowledged by Seatrade with the Ship Manager of the Year Award, and the ITF-backed ISWAN (International Seafarers Welfare Association Network) Award for Shipping Company of the Year, illustrating Wallem is on the rise in a market of ship owners looking for the best service for ship and crew. Höegh Autoliners is a global leader in deep sea Ro/Ro transportation services. The company operates about 60 Pure Car and Truck Carriers (PCTCs) in global trade systems, making around 3500 port calls and carrying around 2 million car equivalent units per year. Our main customers are manufacturers of new cars, heavy machinery and other rolling stock. We also carry secondhand equipment. Oslo headquartered Höegh Autoliners is managed from a global network of around 20 offices, owner's representatives and agents. The Company has approximately 400 employees ashore and 900 seafarers

The advertisement banner features a background image of a large white and blue cargo ship docked at a pier. On the left side, the text reads "ANY SHIP OR DESTINATION... WE DELIVER" in large white letters, with the website "www.redwise.com" in red below it. On the right side, the services "Ship delivery", "Crew management", and "Maritime recruitment" are listed in blue. Below this, it says "Check our website!" in red. At the bottom right, there is a logo for "Redwise GLOBAL SHIP DELIVERY & CREWING" with a stylized red and blue wave icon. To the left of the logo, it says "Follow us!" with icons for Twitter, Facebook, and LinkedIn.

## FleetPro to Manage Vessel for Nova Star

**FleetPro** has announced the technical and hotel operational management of the new cruise-ferry service Nova Star between Portland Maine and Yarmouth Nova Scotia. Services will start on May 15, 2014.

Maine based **Nova Star Cruises** will re-launch the highly popular daily cruise ferry service on the coast of Nova Scotia starting May 15, 2014. Portland and Yarmouth are 207 miles apart by sea and about 750 miles apart by road. The highly popular tourism destinations between Maine and southwestern Nova Scotia will benefit greatly from this exciting reintroduction of services.

**Nova Star Cruise Ltd.** has joined with **FleetPro** and **ST Marine** of Singapore, to operate the cruise ferry service between New England and Yarmouth, Nova Scotia. The state of the art cruise and ferry vessel, built in Singapore will be called **Nova Star** after her naming ceremony on May 12, 2014 in Boston. She accommodates 162 cabins, two restaurants and has a maximum capacity for 1,215 passengers. It is 59 feet longer than the Scotia Prince, which operated between Portland and Yarmouth from 1982 to 2004. Mark Amundsen CEO **Nova Star Cruises**, states that "we are well on track with introducing this fantastic cruise-ferry in mid-May. This will be a great boost to the local economies of both Nova Scotia and Maine. The support we have received from local officials, tourism partners and technical teams, has been overwhelming, getting our **Nova Star** ready to shine on the Nova Scotia and New England coast".

Hans Rood EVP for **FleetPro** adds further that "our strong experience in running this cruise and ferry service and the introduction of a brand new state of the art ship between New England and Nova Scotia will strengthen tourism and live up to the quality requirements this market demands. We are honored that the tourism sector and government,

selected our expertise to make the Nova Star a successful service.” **FleetPro Ocean** (formerly ISP) and **FleetPro River** (formerly River Advice) manages a combined fleet of ocean-going passenger ships, expedition cruise ships and river cruise ships in excess of 60 vessels, making it the largest passenger ship management company in the world. What distinguishes FleetPro is a hands-on managing approach with extremely strong technical and top notch hotel operation expertise. This allows FleetPro to service a wide array of clients in the demanding global arena of river cruise operations, ocean going cruising and the itinerary intensive expedition cruise segments. **Source** : [cruiseindustrynews](#)

## **Crowley Maritime Named One of the “Healthiest Companies in America”**

**Crowley Maritime Corporation** announced today that it’s been named one of the “Healthiest Companies in America” by Interactive Health, a leading provider of outcomes-based health management solutions. Out of an eligible 1,400 groups, Crowley was one of 68 honorees from across the United States recognized for their efforts to prioritize employee wellness and create an ongoing culture of health. This is the first year Crowley has won the award.

The “**Healthiest Companies in America**” award is given to organizations across the nation that achieved a company-wide low health risk status while sustaining high employee participation in their wellness programs. The selection process analyzes biometric screening results to choose winning organizations that demonstrated improved overall employee health across the following key health indicators: glucose, blood pressure, cholesterol, and tobacco usage. Crowley’s wellness program, called Live Well – For Today and Tomorrow, offers tools, resources and benefits to keep employees and their families healthy. Crowley continually develops and communicates its wellness culture through initiatives such as annual health evaluations, monthly Live Well newsletters, health interest groups and webinars, online health challenges, gym and weight loss reimbursement programs, healthier on-site food options, support for employee wellness activities and more.

“The Live Well goal is to promote the health and wellness of our people by creating a work environment that nurtures all dimensions of wellness while heightening engagement, reinforcing healthy behaviors, increasing performance and controlling health care expenditures,” said Crowley’s Katy Keene, manager of employee programs. “It takes courage and commitment to develop a strategic approach to wellness which is what each of our winners demonstrated in 2013. We are proud to honor them with the ‘Healthiest Companies in America’ award,” said Joseph A. O’Brien, Interactive Health president and CEO. “Every one of these organizations has created a culture of health which goes beyond simply helping at-risk employees improve their health. These organizations have found creative ways to make achieving individual and corporate wellness goals fun. Programs include raffle prizes for competing in team exercise and nutrition challenges, discounts for healthy cafeteria food options and themed health fairs. We are thrilled to acknowledge companies committed to creating a culture of health.”

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).

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## MARITIME ARTIST CORNER



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By : Frank NEYTS

### “Addicted to adventure”.

**Adlard Coles Nautical** issued ‘**Addicted to adventure. Between rocks and cold places**’ written by Bob Shepton. An ordained minister in his late 70s, Bob Shepton spends much of his time sailing into the Arctic and making first ascents of inaccessible mountains. No tea parties for this vicar. Opening with disastrous fire that destroyed his yacht while he was ice-bound in Greenland, Bob then takes us back to his childhood growing up in Malaysia, his move back to England during the war after his father was shot by the Japanese, boarding school, the Royal Marines, and the church. Rather than settling down to a peaceful existence in a parish, Bob followed his instinct for adventure, sailing around the world with a group of school leavers, being dismayed off the Falklands, trapped in ice, and climbing mountains accessible only from iceberg-strewn water and with only sketchy maps available.

From desolate and strangely beautiful Arctic and Antarctic landscapes to stormy ocean crossings and terrifying ascents up sheer cliff faces, this is a rare chance to share the life story of someone who is truly one of kind.

Highly recommended.

Bob Shepton has sailed approximately 130,000 miles and made over a hundred first ascents. He received the Piolet d’Or in 2011, the Blue Water Medal in 1996, and the Tilman Medal in 1998 and 2009. When not tackling the Northwest Passage or ski-traversing new routes in the Arctic, he lives with his wife in Oban, Scotland, with family and grandchildren nearby.

“**Addicted to adventure**” (ISBN 978-1-4729-0586-4), is a softback of 204 pages and costs £12.99. The book can be ordered at any bookshop, or direct with the publisher, Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. [www.adlardcoles.com](http://www.adlardcoles.com).

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



The **DA KANG** discharging 2 new Damen Stan tugs 2608 in Tobruk port Libya.

Photo : Richard van der Waal (c)

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