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Number 143 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 23-05-2014

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The EMMA MAERSK during its latest call in Antwerp on April 16 2014, 6:00 AM

Photo : Herbert Smitz (c)

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The **FJORD** loaded with the **GOLDEN EAGLE** topside passing Maassluis enroute to the **Rotterdam Offshore Group** in Rotterdam Waalhaven where some works will be executed . **Photo : Monique Davis-Mulder (c)**

Gazprom Neft gives Russian services company a leg up

Gazprom Neft, the oil arm of gas giant Gazprom, said Wednesday it signed an agreement with **Eurasia Drilling Co.** for onshore and offshore work in Russia. Eurasia Drilling Co., the largest oil services provider in Russia, will take on as much as 30 percent of all the drilling operations carried out by Gazprom Neft and its subsidiaries.

"Long-term planning is essential to effective field development and bringing new reserves into production," Gazprom Neft Deputy Chief Executive Officer Vadim Yakovlev said in a statement. "This agreement with EDC guarantees that our plans will be supported by the production capacity required." EDC said the deal, retroactive to January, calls for rigs and services in Russian territory. No value for the contract was offered by either side. "The scope and pricing of the work will be adjustable, with the consent of both parties, in line with changing market conditions," Gazprom Neft said.

Gazprom Neft last week said hydrocarbon production during the first quarter of 2014 was 116.75 million barrels of oil equivalent, a 4.5 percent increase from the same time last year. The company attributed the increase to deploying new technology at mature fields and production growth from its assets in the Orenbrug region and the Yuzhno-Priobskoye fields. **Source : UPI**

Humber ports story to dominate Bondholders' breakfast



ARK GERMANIA, a £35-million investment by DFDS to serve the Immingham to Esbjerg, Denmark route.

THE Humber is a powerhouse of the economy for both the region and the UK as a whole, with huge potential to drive further growth, business leaders will hear at a meeting hosted by the Bondholders marketing organisation tomorrow. As the country's busiest ports complex and a major gateway to Europe and beyond, the Humber is an asset of national and international importance and a vital factor driving past, present and future investment in sectors ranging from logistics to chemicals, food and energy.

This will be highlighted at the breakfast meeting at Forest Pines Hotel, Broughton, which will bring together almost 200 member companies from across the Humber to promote the region for investment and jobs. The meeting is the first to be held on the South Bank since the reach of the Bondholders was expanded, and will hear from companies that have invested in the region, capitalising upon the advantages of being located on the estuary.

Peter Aarasin, chair of the Bondholders and a director of several ports and logistics companies which operate across the Humber, including RMS and East Trans, said: "In the past, trade on the estuary has been the biggest factor behind the growth of the communities on the banks of the Humber and this area's development as a great maritime trading region. **Source : grimsbytelegraph**

Terminals, tugs and tankers add to Maersk's Q1 good fortune

By Gary Howard from London

Maersk Group has reported a 53% boost in profits to \$1.2bn for the first quarter, as revenues that rose 1% to \$11.7bn. Maersk Line saw profits improve as costs continued to be cut, leading to an improvement in its 2014 outlook.

APM Terminals made a \$215m profit in Q1, up from \$166m, as expansion helped increase container volumes by 9% to 9.4m teu, with 2% of that expansion down to new terminals. APM Terminals also offloaded a 29% stake in its Callao, Peru operation and China Shipping bought a 24% share in **APM Terminals Zeebrugge** in Belgium.

The group's terminal arm is expected to outperform 2013's full year profit of \$770m on the back of new terminals and improved productivity. Maersk Oil's results were consistent with last year at a \$346m profit as lower oil prices balanced a 7% increase in entitlement production. Maersk Drilling saw an expected drop in profit to \$116m as three rigs underwent planned yard stays for upgrades and start up costs were booked for new rigs joining the company's fleet.

Revenues were down from \$1.5bn to \$1.4bn at the group's services and other shipping segment, which includes Maersk Tankers, Maersk Supply Service, Svitzer and Damco, with an increase in profit to \$75m from \$67m. Maersk Supply Service came in below expectations as its Q1 profit fell from \$45m to \$24m on a tough market, with low utilisation widening the gap left by a \$7m sales gain in Q1 2013. The Danish group's tanker arm had a busy quarter, agreeing to sell its fleet of 15 VLCCs to Euronav for \$980m, while managing to reverse last year's Q1 loss of \$15m by recording a \$28m profit. The improved fortunes were attributed to improved rates across all sectors, including a 92% rise in VLCC rates, and a 17% drop in administrative expenses.

Logistics arm Damco's loss came in at \$10m as expected, due to its restructuring. While marine company Svitzer increased profit 10% to \$33m with strong salvage activity and positive developments in towage in the Americas.

The **Maersk Group** is expecting a 2014 results "significantly above" that of 2013, swollen by a \$2.8bn gain on the sale of **Dansk Supermarket Group**, with an increased results of \$4bn excluding discontinued operations, impairment losses and **Source : Seatrade Global**



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CMA CGM, Maersk Line and MSC expect a start of P3 operations to the autumn of 2014

On 18 June 2013, **CMA CGM**, **Maersk Line** and **MSC** announced the **P3 Network (P3)** cooperation with the intention to start operations by mid-2014, the French shipping company said in its press release.

P3 is subject to the receipt of relevant regulatory clearances. On 24 March 2014, the U.S. Federal Maritime Commission (FMC) decided to allow the P3 Network agreement to become effective in the US. The P3 partners continue their close cooperation with competition and maritime authorities in Europe and Asia to address questions and to explain the nature of P3. CMA CGM now expects P3 to start operations in the Autumn 2014. **Source : PortNews**

Maersk's shipping profit doubles on Europe-Asia demand

Profit at **A.P. Moller-Maersk's** container shipping business, a bellwether for global trade, more than doubled in the first quarter as demand on the world's busiest route between Asia and Europe picked up and it cut costs. That helped the Danish shipping and oil group beat forecasts for net profit on Wednesday and prompted the company to raise its outlook for the full year. The jump in profit at Maersk Line, the world's largest container shipping company, is an early sign the company is starting to recover from several tough years in the industry. Container shipping firms have been struggling with overcapacity and too few goods to transport as a result of a weak global economy.



The **GJERTRUD MAERSK** arriving in Rotterdam-Europoort - Photo : Cees van der Kooij (c)

A.P. Moller-Maersk Chief Executive Nils Smedegaard Andersen said he was surprised by the strength of demand. "It is a little bit surprising that volume to and from Europe is growing very nicely, particularly export out of Europe is developing very well," he said. Maersk Line raised its 2014 profit outlook to beat last year's \$1.5 billion rather than matching it, partly driven by increasing demand in China for European food, fashion and car parts.

Historically, goods on this shipping route have mainly been transported from Asia to Europe. But this could be about to change as a growing middle class in China buys more goods from Europe, said Lars Jensen from maritime analysis company SeaIntel. Maersk, which has about 15 percent of the global market, expects demand for containers to increase by 4-5 percent this year. Maersk shares were up 3.5 percent at 0743 ET compared with a 0.6 percent rise in the Danish benchmark index "The report is a positive signal when it comes from a conservative company after the first quarter," analyst Jesper Christensen from Alm. Brand Markets said. Sydbank analyst Jacob Pedersen said Maersk Line was far ahead of most competitors. German shipping company Hapag-Lloyd earlier in May reported a loss for the first quarter and Singapore based Neptune Orient Lines also reported a loss. "Maersk Line has been much better than other shipping companies to reduce costs," Jensen said. Maersk Line also said the start date for its alliance with two other global shippers, Switzerland-based MSC Mediterranean Shipping Company and France's CMA CGM would be pushed back from the middle of this year while they wait for regulatory clearance. The alliance, set up to tackle overcapacity, was given the go-ahead by U.S. regulators in March but is still waiting for other countries including China. Group net profit rose to \$1.207 billion in the first quarter, beating an average forecast of \$1.072 billion in a Reuters poll of analysts. Maersk Line, which contributes around half of the group's total revenue, reported a 123 percent rise in net profit.

The result was supported by a 10 percent drop in fuel costs to \$1.2 billion due to 2.9 percent lower fuel consumption and a 7.2 percent decrease in the average fuel price. A.P. Moller-Maersk reiterated its overall group outlook for the full year to be significantly above the 2013 net profit of \$3.8 billion. But the company raised its forecast for profit excluding disposals to around \$4.0 billion from an earlier \$3.6 billion. Maersk Line's costs per unit fell by 9 percent and volumes increased to 2.2 million forty-foot containers (FFE) from 2.1 million a year earlier. Source : Reuters

China-wide port box volume increases 7.2pc to 190 million TEU in 2013

CHINA's ports posted a 7.2 per cent year-on-year increase in overall container throughput nationwide to 190 million TEU in 2013, reports Xinhua. Seaports' container volume in 2013 rose 7.4 per cent year on year to 170 million TEU, while river ports handled 20.53 million TEU, up 5.3 per cent.

Aggregate cargo volume last year increased 9.2 per cent year on year to 11.76 billion tonnes. Seaports handled 7.56 billion tonnes of shipments, up 9.9 per cent. River ports moved 4.2 billion tonnes, up 7.9 per cent. Foreign trade cargo volume of the ports in China went up 9.9 per cent to 3.36 billion tonnes in 2013. Seaports lifted 3.05 billion tonnes, up 9.7 per cent. River ports handled 303 million tonnes, up 11.8 per cent.

China ports' liquid bulk cargo throughput climbed 4.6 per cent to 948 million tonnes. Dry bulk cargo throughput grew 9.8 per cent to 6.91 billion tonnes. Breakbulk cargo volume was up 9.6 per cent to 1.16 billion tonnes. Some 2.17 billion tonnes of coal and its products were moved at Chinese ports in the year, up 8.9 per cent from a year earlier. Petroleum, natural gas and products via the Chinese ports rose 2.6 per cent to 758 million tonnes. Metallic ore increased 11.4 per cent to 1.67 billion tonnes. **Source : Asian Shipper**



New MTU engines for Severn class Lifeboats

The RNLI's biggest All Weather Lifeboats are being re-engined at South Boats IOW in the UK. When the RNLI's Severn class All Weather Lifeboat **Albert Brown** was returned from South Boats in the Isle of Wight to her station at Harwich towards the end of last year, the original twin CAT diesel engines had been replaced by V10 turbocharged MTU units supplied from the makers, Tognum Corporation in Friedrichshafen, Germany which, following a takeover in January this year, is now known as Rolls-Royce Power Systems.



After 18 years service, the refit of the 17m, 40 tonne boat was part of a planned programme to re-engine the largest boats in the Institution's fleet. The **Albert Brown** was the first Severn class boat to be entered into service in 1996 and it has been used on one of the RNLI's busiest stations, sometimes responding to vessels in distress as far as 50 miles offshore, and often having to rescue commercial vessels much longer or heavier than itself. Apart from exercises and an unsuccessful MOB search, the boat's first service with the new engines in 2014 was to tow in a beam trawler broken down 20 miles out near busy shipping lanes north of the Sunk pilot station in March this year.

Built at a cost of £2m each, there are 44 Severns in service. The prototype has been sold out of the RNLI, while another was wrecked and written off. The first production boat The Will (17-02) has been kept in the relief fleet. All the serving boats are due to be re-engined roughly half way through a life

expectancy of 50 years. Severn class boats have a design speed of 25 knots (29 mph; 46 km/h) and with a 5,500 litre (1,200 imperial gallons) fuel capacity they have a range of 250 nautical miles (460 km). The original Caterpillar 3412 TA diesel engines generated 1250 bhp (932 kW) each. The new engines, which were installed by South Boats IOW at their Cowes yard, have a rated power output of 1600 bhp, at a maximum of 2450 rpm. This would have powered the

Severn to a top speed of more than 35 knots but that would have been greater than the design speed of the hull so, in practice, the engines have been de-tuned to run at a maximum of 1300rpm, which delivers approx 80% of full power and takes the boat to its designed hull speed of 26+ knots.

South Boats has had a long-standing relationship with the RNLI stretching back 15 years to refit and repair the all-weather fleet and, under the new company structure, South Boats IOW have had a framework agreement for the past 14 months. There is a dedicated shed at their yard and a team of six people occupied full time on Lifeboats. A normal refit of a Severn takes 12 weeks, and with the MTU engine change, this extends to about 18 weeks. The next to arrive for that operation was due on June 9.

Photos : Graeme Ewens (c)

Lifeboat engines are probably unique in being required to go Full Ahead immediately from a cold start. The acceleration rate of the original CAT engines took the Severn from standstill to 26.6 knots in 38 seconds, while the



MTU engines take the boat to that speed in 17 seconds. To aid cold starting the engines fire on all 10 cylinders and then reduce to just a single bank of five. Any demand results in all 10 cylinders firing. The **MTU 10V2000 (M94)** marine engine is a 22.3 litre, 90-degree V10 common rail diesel, with twin turbochargers and after cooler. Several modifications have been made to meet the requirements of the RNLI. In the event of a capsize, the Severn is designed to right itself within 7 seconds. Inverting a running diesel engine would normally cause engine oil to enter the cylinders through the crankcase ventilation system, causing uncontrolled combustion. To counter this the RNLI's specified modifications include redesign of the sump and oil pick up. The sumps have been deepened and narrowed to improve oil pick up in rough weather, and the pick up has been lowered. The sump has been fitted with a baffle plate to prevent oil splashing onto the crankshaft during rough weather or a capsize. A bypass valve below the engine water pumps allows the crankcase to vent when the shut off valve is closed.



Those mods were carried out after extensive testing during which MTU design engineers fitted Series 2000 M94 engine to a special-purpose cradle that would rotate it through 360 degrees about its own longitudinal axis in order to study the effectiveness of modifications they made to the design of the crankcase ventilation and oil lubrication galleries.

Most importantly they fitted a valve to the crankcase breather that would close, depending upon the angle of rotation, and would then reopen automatically when the engine was restored to the upright. Subsequently, every M94 engine destined

for RNLI installation must pass through final testing on the revolving cradle before it is sent out from the factory.

Other modifications and improvements include replacing and simplifying the sea water cooling system for ease of use and to reduce maintenance. The Tungam pipework has been replaced with Polyethylene. The stern tube valves are also plastic and- mounted directly onto the deep seals, making them accessible from the centre walkway. The original

two-into-one exhaust water injection unit has been replaced with a singular unit which gives improved cooling and keeps the unlagged section of the exhaust at a safe temperature. It also gives greater clearance around the deckhead. The engines use a microprocessor-based, electronic engine control module called ADEC (Advanced Diesel Electronic Control) to provide governing, automatic fuel ratio control, torque rise shaping and control of the cold start operation. The engines are linked to an electronic throttle control system called MTU BlueLine, in which electronic data transmission is routed via heavy duty Harting connectors to link cabling to the various blue control boxes. The system allows engine control and monitoring to optimise fuel consumption and performance. The fuel consumption is 313 litres per hour. The five-blade propellers (mounted in tunnels) now have a reduced pitch of 34 inches to accommodate the increased rpm. They also reduce the in-gear idle speed of the boat to 600 rpm.

Routine engine maintenance periods have been reduced, as MTU advise that the first oil and filter change is not needed until after the first 50 hours and then after 500 hours of operation. The crews also appreciate the quieter engine noise, which means they can have a conversation in the wheelhouse without shouting.

Before the engines were ordered, to test performance in operational conditions, modified twin 10-cylinder MTU Series 2000 M94 engines were fitted in October 2008 to the RNLI lifeboat Margaret, Joan & Fred Nye which was taken around RNLI stations to be appraised by coxswains and station mechanics. Such was the success of these extended sea trials, that according to an MTU report, the RNLI decided in 2010 to re-engine more of its 'Severn-class' lifeboats with these engines. The total cost of the refit for each boat has been reported as £600,000 (offset somewhat by re-selling the old CAT engines to private buyers). MTU Friedrichshafen GmbH is a manufacturer of commercial internal combustion engines co-founded in 1909 by Wilhelm Maybach the technical director of Daimler-Motoren-Gesellschaft (DMG) - a predecessor of Daimler AG. MTU Friedrichshafen remained a subsidiary of DaimlerChrysler until 2006 when it became part of the Tognum Corporation. In 2011, Rolls-Royce Holdings and Daimler AG launched a takeover and on 9 January 2014, Tognum was renamed Rolls-Royce Power Systems. The decision was made to reflect the industrial ties to Daimler AG and Rolls-Royce Holdings for the company's large engines, propulsion systems and distributed energy systems. **source : By Graeme Ewens - Martime Journal - Photos : Graeme Ewens (c)**



The **CORAL LEADER** outbound from Livorno - **Photo : Capt. Jan-Willem Monster - www.horjus.info (c)**

Petrobras Confirms Oil Find at Sagitario Well in Brazil's Santos Basin

Petroleo Brasileiro S.A. (Petrobras) reported Wednesday that it has completed the formation test on well 1-SPS-98, informally known as Sagitario, located in ultra-deep waters of the Santos Basin pre-salt in Brazil. The results obtained have confirmed the discovery announced to the market Feb. 25, 2013, when the well was still in the drilling phase. The test has revealed carbonate reservoirs with good permeability. This is the first well to be drilled in block BM-S-50 and it is situated 120 miles (194 kilometers) off the Sao Paulo coast, at a water depth of 6,183 feet (1,871 meters). The well has reached the total depth of 23,326 feet (7,110 meters). Starting at a depth of 20,157 feet (6,144 meters), we detected 521 feet (159 meters) of pre-salt reservoirs bearing good quality oil (32 degree API). The consortium operated by Petrobras (60 percent) in partnership with BG E&P Brasil (20 percent) and Repsol Sinopec

Brazil (20 percent) will proceed with the activities provided for in the Discovery Evaluation Plan (PAD) approved by Brazil's National Petroleum, Natural Gas and Biofuels Agency Source : (ANP) - Rigzone



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Protea Maritime Connection: Sander van der Ploeg and Liz Clarke joining the team

Stephan Lubberhuizen successfully started Protea Maritime Connection in April 2012. Protea Maritime



Connection recruits and seconds qualified professionals to the maritime industry, with a special focus on the International Dredging and Offshore Industries. Sander van der Ploeg and Liz Clarke have joined the PMC team on May 1st 2014. Stephan and Sander have been working together in the past and with the joining of Sander, this successful team has been reunited.

Sander has been working in the International Maritime, Dredging and Offshore Industry since 1998. His experience and extensive network makes him a powerful partner in recruitment and crew management . He is also available for consultancy and project management. With our Trade Agent Liz Clarke, operating from our office in Bloubergstrand, Cape Town, a firm network has been established between the Netherlands and South Africa.

Liz has been working in the Marine Industry since 2008, and has additional work experience in the Airline Industry and Human Resources. Liz completed her BA degree in Communication and Psychology. Protea Maritime Connection is a young and modern company working with a large worldwide network, enabling the team to respond quickly and efficiently on the inquiries received. Protea Maritime Connection's aim is to enhance the participation of qualified professionals in the maritime industry. Clients and candidates interested in additional information or registration please visit our websites: www.proteamaritimeconnection.com or www.proteaprofessionals.com.

Interpretation of BIMCO ISPS Clauses

The ISPS Code is a very important part of both maritime legislation and practical security. The focus on compliance goes beyond crew training and ship board drills, it is also important for chartering teams to understand what the Code means and how clauses dealing with it can impact contractual relationships. Trading to the US comes with specific issues concerning security which should be understood in advance of any planned port of call.

The security decade

Members will no doubt be aware that this is the 10th anniversary year of the coming in to force of the ISPS Code and the Association has recently advised on ISPS issues. As part of a series of articles on this topic this year, the Association is pleased to further provide the following from Messrs. Clyde & Co which illustrates a number of important points including:

- it is important to always be clear which specific clause is intended to be incorporated in to a charterparty
- where there are multiple versions of a particular clause, great care needs to be taken to ensure the desired clause is properly identified and incorporated
- trading to the United States of America poses particular challenges with respect to security matters

- before seeking to trade to the US, both owners and charterers need to carefully consider the legal and practical impact of the ISPS Code
- the US Coast Guard is at liberty to impose security restrictions on vessels basis a broad discretion with respect to its powers

As always, the key to ensuring smooth sailing and the avoidance of disputes is to understand the particular features, and likely challenges, of any particular voyage or proposed fixture. Loss prevention starts there, at the very beginning of a deal, before a fixture is concluded. **Source: Skuld**

Ukrainian members of QE2 crew go on strike

The crew of the **QE2** are reportedly on strike ahead of plans to sail it from Dubai to China for its refit as a floating hotel.



The **QE 2** seen moored in Dubai - **Photo : Peter Maanders (c)**

The Ukrainian workers on the former Southampton-based Cunard ship have claimed they were not paid in March or April. Oceanic Group, which owns the **QE2**, said an agency had been paid and blame the political situation in Ukraine for difficulties in dealing with crew issues, the BBC said. It added that it was still planning on eventually locating the liner in Hong Kong or Singapore.

The BBC claims to have obtained a letter from the Ukrainian captain to the ship's owners, stating that that the 48-strong crew had been on strike since May 15. Winnie Ip, vice chairman of owners **QE2 Holdings Ltd**, said: "We are waiting for new crew to replace the existing ones on a sign-on/sign-off rotation basis, but, given the present political situation in Ukraine, it is difficult and a little slow." She added that the consortium was still committed to sailing the liner to a Shanghai shipyard under its own steam for the refit. The former Cunard flagship, named after the queen completed more than 700 Atlantic crossings and carried almost 2.5 million passengers following its launch in 1967.

China to provide better international marine insurance

Shanghai's insurance regulators and a newly launched marine insurance institute have gained more administrative powers to manage the industry in the city's Free Trade Zone. The measures released Monday by the China Insurance Regulatory Commission are also aimed at standardizing insurance terms and conditions to provide better international marine insurance practices. The commission says insurance companies can apply for approvals for any new marine insurance products from the Shanghai Institute of Marine Insurance, rather than from the Insurance Regulatory Commission. The institute was launched in December with 31 members including insurance companies and shipping

companies. It is the institute rather than the insurance companies themselves that will file new products to the commission as a matter of record. One institute member says that should make the business easier to carry out in future.

"We have a lot of foreign trade business with foreign countries. And we have to use terms and conditions employed by foreign countries, and then also have to ask for official approvals, which is time consuming. Approvals by the institute will give us more freedom to work." Zu Zhoujun, Manager of PICC Property and Casualty Company said. Zu says currently it takes one to two months to get an approval for a new insurance plan, but he expects approvals by the institute alone will shorten this time. An institute official says that so far China doesn't have standardized terms and conditions for marine insurance, so Chinese insurance companies have to follow rules made by foreign countries. But Xu says the institute-led marine insurance plan should make China's marine insurance more competitive.

"Internationally we have the US terms, the Norwegian terms and the British terms, while every Chinese insurance company has its own terms. But you need to meet the demands of the international market. So if domestic companies can work together to have standardized insurance terms, the Chinese version of insurance terms will come to occupy a leading position in the world given the volume of the country's international trade." Xu Feng, Secretary General of SH Institute of Marine Insurance said. Xu says detailed plans are expected to be released by the end of this year. They will encourage members to develop more marine insurance products for trading in the Free Trade Zone. China's insurance companies received nearly 6 billion yuan in premium payments in 2012 from marine insurance nationwide, of which Shanghai accounted for 44 percent. **Source: CCTV**



Ukraine - Port situation update

Dias Marine Consultants Co Ltd, our correspondents in Ukraine, has provided us with the following information:

Quote

In eastern parts of the country (in Lugansk and Donetsk regions) civil war still continues. Situation in all Ukrainian ports remains unchanged – all ports operate in usual manner. No ship delays connected with political tension in the country.

Passing of Kerch Strait.

Vessles calling to Ukrainian ports Mariupol and Berdyansk should pass through the Kerch Strait. The procedure of passing of the Strait still remains the same like before. Shipowner remits all 'Kerch Strait charges' to agents in Mariupol or Berdyansk and later on the agent would transfer these money to Kerch pilot station and other concerned authorities. Pilot leaves the vessel immediately upon passing the Strait. **Source: Swedish Club**

Cheeki Rafiki yacht: Armada of small ships joins desperate search for British sailors missing in Atlantic

An armada of small ships has joined in the desperate search for four British sailors missing in the north Atlantic . Around 40 private vessels answered a plea to head towards the search area despite warnings of high winds and rough seas. They will join four aircraft, including an RAF Hercules, a US Coast Guard cutter and five Merchant vessels who scoured 9,000 square miles for signs of the crew of the **Cheeki Rafiki**. The US Coast Guard says it had found no trace of a liferaft, debris or the missing yacht in the search about 1,000 miles off the coast of Massachusetts.



Captain Anthony Popeil said the official search would continue tomorrow but no decision has been made for Friday.

He added: "Our thoughts and prayers are with the families." They are looking for the crew of the 40-foot-long yacht which went missing in the early hours of last Friday when, it is feared, its keel broke off causing it to capsize suddenly.

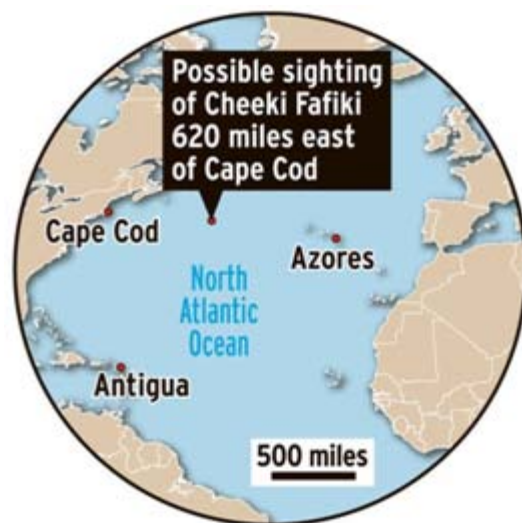
The yachts had been taking part in the Atlantic Rally for Cruisers (ARC) rally in Bermuda organised by the World Cruising Club (WCC) when they were diverted to help in the search. WCC director Jeremy Wyatt said: "We are trying to pass the word out to as many boats and organisations as we can, so that if boats are at sea and able to sail through the search area, they are encouraged to do so." The skipper of one of the boats, the 64-foot-long Malisi, sent a message of hope to the families of the four crewmen who believe they are still alive and adrift in a liferaft.

Patrick Michel said he believed the way in which two Personal Locator Beacons (PLBs) - devices which transmit details of location via satellite - were activated was a sign they could still be alive. He said: "These are experienced sailors .

"The way they launched their PLBs one after the other, not both at the same time, indicates they really are trying their best to be found and stay alive. "They are on a 12 metre liferaft with supplies for 12 people.

"A man can stay alive for three minutes without air, three days without water - and three weeks without food so this crew can stay quite a while and we will stay around to find them." The crew include skipper Andrew Bridge, 22, and James Male, 22, Steve Warren, 52, and Paul Goslin, 56. James Male's father Graham Male thanked Mr Michel for his part in the resumed rescue effort, sparked by a 227,000-strong petition.

Mr Male, speaking from his home in Romsey, Hants, said: "This is absolutely excellent news. It's really nice to have somebody showing lateral thinking like this. "It gives me great comfort to know that someone is out there on the ocean seeing these dolphins and saying 'this is an omen'. "It's absolutely fantastic that other sailors have joined the search and I'd like to thank them all."



Mr Male said meeting the three other families for the first time on Tuesday during a visit to the Foreign Office, London, was 'very emotional'. He added: "The resumed search has surpassed everything that we could have wished for."

The **Cheeki Rafiki** during Antigua Sailing Week 2014 - **Photo : Tim Wright**

Claire Goslin, the daughter of Paul Goslin, also praised the efforts of the Malisi crew. Garry Miller, 51, father of James' girlfriend Adele, said: "Everyone was extremely supportive with getting the search resumed yesterday and today we're still very positive about James being found. "We didn't get much sleep here last night so everyone's very tired - but we're sticking at it. "We know two

beacons went off at the weekend - personal beacons that have to be set off by the boys - so that's why we believe they are in that life raft. "They are trained to be careful and sparing with their resources which is why they set one off first and then another. "The second was James' - set off about four to four and a half hours later." An RAF C130 Hercules aircraft joined the search for the crewmen. Defence Secretary Philip Hammond said: "The RAF's contribution to the search operation for the four missing British sailors will provide additional capability and resilience to the resumed search led by US and Canadian forces. "We all hope that the extensive resources being provided by our allies and the further support from the UK can help locate the missing yachtsmen as soon as possible." The USCG restarted

its search for the missing men following pressure from the UK Government, the families of the crew, figures from across the world of sailing. The initial search was suspended after just 53 hours on Sunday morning and resumed at 7.38am on Tuesday. A USCG spokeswoman said six vessels, two US aircraft and a Canadian military plane, were involved in the search. Source : Daily mirror



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Chinese, Vietnamese Ships Battle Over Oil Rig

Tensions over a Chinese oil rig operating in waters contested by Vietnam continued Wednesday, as ships belonging to the two countries aggressively taunted each other. In several early-morning incidents recounted by the Vietnamese news website Tuoi Tre, Chinese navy vessels tailed Vietnamese fishing boats, then sped up to overtake them. The Chinese boats then moved in front of the Vietnamese ships to make it look like the Vietnamese were chasing them.

In other confrontations, Chinese airplanes flying low over Vietnamese boats, sounding their horns in a provocative manner. Several Chinese boats formed a horizontal flanking and attempted to ram Vietnamese vessels in another incident. Senior Lieutenant Colonel Tran Quang Tuan, a Vietnam Coast Guard leader, claimed Chinese boats also aimed their guns at the Vietnamese ships, but did not fire. Chinese boats have launched water cannons onto Vietnamese ships in previous clashes that have erupted since the dispute began. They did not do this on Wednesday.

Vietnam claims the Chinese oil rig, Haiyang Shiyou 981, is operating within its exclusive economic zone and continental shelf. The dispute has spilled over into the mainland, with outraged Vietnamese targeting foreign companies and nationals. China has responded by amassing troops along the China-Vietnam border. Source : [therightperspective](#)

The Netherlands: Beatrixhaven Expansion Program Moves Ahead

Beatrixhaven, one of Eemshaven Port's docking basins, is undergoing its final expansion phase to become a specialised offshore wind hub. Groningen Seaports invested over EUR 56 million in the project, and it is gearing up to become a big player in the offshore wind industry. Beatrixhaven will feature a depth of 10.40 meters below the sea level, for which purpose some 1.3 million cubic meters of land must be excavated. The excavated material is being used to heighten the surrounding area. The consortium behind the project development is lead by Liebrechts/Van den Herik, which is in charge of activities by excavators and dump trucks underway at the site. At a later stage, a cutter suction dredger will take over the work. It is expected that the land excavation activities will be completed this fall. The expansion of the Beatrixhaven is scheduled to be completed in early 2015. Source : [Dredging Today](#)

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Tug operation moves to town

Company works to provide safe services for LNG plants worldwide

One of the world's largest maritime services corporations is moving to town. Last week, **Smit Marine Canada** announced it will open a tug mooring facility at the **Squamish Terminals**. The one tug based there will aid the 60 to 80 ships that visit the terminal annually. All the ships that harbour at **Squamish Terminals (ST)** require tug assistance, terminal spokesperson **Kim Stegeman** said. Currently those freighters are accompanied by tugs from Vancouver, she noted.



The **SMIT MISSISSIPPI** operating in Vancouver - Photo : Mike Zelt (c)

"It is a long way," she said of the tugs' journey. "It is costly for the vessels." Having a dedicated harbour towage service in the area is a big step, ST president **Ron Anderson** said in a statement. Besides the cash savings, the service offers a more efficient option for all deep-sea vessels calling on the terminals, he said.

The tug mooring facility is not exclusive to ST, **Stegeman** noted. "There are other marine type business in the sound," she said. The tug facility will also serve Port Mellon, **Smit Marine Canada** president **Frans Tjallingii** told The Chief. The company is excited to position tugs in Squamish, as it will save fuel costs and be more environmentally friendly, he said, noting some ships that visit Squamish Terminals also stop at Port Mellon.

The company does provide support for the berthing and unberthing of oil and liquefied natural gas (LNG) tankers. While the company is not a proponent for the proposed Woodfibre LNG export facility tagged for Howe Sound, if the project did go ahead it may open up more opportunities for tug services, **Tjallingii** said. The Squamish facility is set to open mid-summer. Source : **Squamish Chief**

Nova Star generating spin-offs

From a window at the Old World Bakery and Deli in Yarmouth, owner Nathan Bain can watch the comings and goings of the **NOVA STAR** cruise ferry. The ferry terminal, which has been bustling with activity since the **NOVA STAR** made its maiden voyage a week ago, is about 2 1/2 blocks away from the small bakery on Main Street. "We've not seen foot traffic like this in town for about a decade. **NOVA STAR** has definitely been good for our business," Bain said Wednesday. **Nova Star Cruises Ltd.** is carrying below-capacity passenger loads in its initial daily runs between Portland, Maine, and Yarmouth, but it is early in the season and economic spinoffs are quickly becoming apparent at both ports. Just as the service was preparing to launch last week, the company announced discounted fares of about 20 per cent and free rides for children to encourage early bookings. There was a swirl of media reports out of Portland about local economic spinoffs of the service. Much of the coverage related to the benefits to local vendors of everything from baked goods and pizza to suppliers of fuel and services. Some recent social media buzz in Nova Scotia

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – 143

has criticized benefits to Portland against the \$21-million the Nova Scotia government contributed to launch the service.

"Everybody wants the ferry to succeed, but as taxpayers we've put a lot of money into this and it is about more than putting people on the ferry," Gordon Stevens, president of The Uncommon Group in Halifax, said in an interview.

An intensifying social media debate caught the attention of the Yarmouth and Area Chamber of Commerce on Wednesday. "There is a long list of economic spinoffs for Yarmouth and for Nova Scotia and we're not hearing about any resentment among our members about economic benefits for Portland," chamber president Karen Churchill said.



Churchill said there is a requirement for a "strong handshake" between Yarmouth and Portland for the ferry service to succeed. Nova Star Cruises responded to some of the negative commentary about benefits to Portland on its Facebook page late Tuesday. "As we move forward, we will continue to source new vendors. With a delivery window of just 30

minutes or less, we will be incorporating more and more products and services from Nova Scotia," said the company.

Steve Durrell, chief operating officer for **Nova Star Cruises**, said Wednesday the company has an obligation "when economically feasible" to purchase and utilize Nova Scotia goods and services. "The **NOVA STAR** was required to be in Portland for a coast guard inspection before its maiden voyage, which made it necessary to locally purchase some initial supplies and provisions," he said. Durrell said Nova Scotia content on the cruise ferry will increase as the service continues and as suppliers familiarize themselves with the ship's requirements. "We're committed to optimizing the Nova Scotia experience for passengers in a variety of ways," he said. Durrell said Nova Star employs about 20 people in its Nova Scotia call centre and about 12 members of the security team. He noted the company's information technology centre, accounting and legal representatives are also based in Nova Scotia. He questioned reports out of Portland describing that city as the home port for Nova Star. "We've not designated a home port that I'm aware of, but certainly Yarmouth is Nova Star's maternal port," he said. **Source : thechronicleherald.**



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Tug training offshore Soyo



Offshore Soyo Angola 16th May. Pilots and tugs involved in offshore towage training with the LNG carrier **LOBITO** (160,000cum) Photos taken onboard tug **Svitzer Zaire** other tug is the sister vessel **Svitzer Padrao**.

Photo's : **Captain John Butler - Pilot at Angola LNG (c)**



S.Korean sect submits to search for founder linked to doomed ferry

By Ju-min Park

Hundreds of followers of a religious sect submitted on Wednesday to a search of their rural commune by South Korean authorities seeking the arrest of the head of the family that operated a ferry which capsized last month killing more than 300 people. Yoo Byung-un is wanted on charges of embezzlement, negligence and tax evasion stemming from a web of business holdings centered around I-One-I, an investment vehicle owned by his sons that ran the shipping company Chonghaejin Marine. Believed to be in his 70s, Yoo is a co-founder of the Evangelical Baptist Church that runs the sprawling Anseong compound about two hours south of Seoul. The victims of the ferry disaster were mostly children, and President Park Geu-hye sobbed as she apologised to the grief-stricken nation in a television address on Monday, while her government has vowed to improve safety standards in the country. Arrest warrants have been

issued for Yoo's two sons, the younger of which is believed to be in the United States. Prosecutors conceded they had no confirmation of the whereabouts of Yoo or his eldest son, and said they were probably no longer in the Anseong commune but added investigators were also looking for other evidence. "Again, this investigation is about personal wrongdoings on the part of Yoo Byung-un and sons related to the management of Chonghaejin Marine," Kim Hoe-jong, a senior prosecutor in the case, said in Incheon. "It has nothing to do with religion."

Followers had prevented the authorities, armed with court warrants, from entering the compound earlier by staging a sit-in at the gate. They said they had nothing to hide and have accused the government of religious persecution.

"We will prove that our dear brother Yoo Byung-un is not an evil man and that he has lived as a role model citizen of this country practicing the love of Jesus Christ," Lee Tae-jong, a spokesman for the group, said at the compound gate.

About 1,200 police officers were on site to keep order and helicopters hovered over the Anseong compound as dozens of investigators entered the gate in several vehicles while group followers sang hymns. Members of the sect grow organic produce and run a freshwater fish farm at Anseong, and Yoo also has a photography workshop there.

Prosecutors have raided a house believed to be Yoo's in Seoul and other locations where he was thought to be holed up evading summons to appear for questioning. The **Sewol** ferry, massively overloaded with cargo and without enough water in the ballast tanks to keep steady, capsized on April 16 during a routine journey from the mainland port of Incheon to the holiday island of Jeju. Most of the victims were children and their teachers on a field trip from a high school on the outskirts of Seoul. All 15 surviving crew members were indicted last week, including the captain and three senior crew members on homicide charges. Nine others were indicted for negligence and two on a lesser charge of abandoning the vessel. The prosecution said the ferry was structurally defective after a remodelling to add capacity and was massively overloaded with cargo. The elder Yoo was once jailed for fraud in the 1990s but was cleared of complicity in the suicides of 32 workers of a company linked to his church in 1987. **Source : Reuters (Writing by Jack Kim; Editing by Simon Cameron-Moore)**



21-05-2014 : K LINE'S **BREVIK BRIDGE** inbound to Vancouver harbour **Photo : Robert Etchell (c)**

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Ezra's offshore arm grabs \$55m worth of deals since March

By Lee Hong Liang from Singapore



Ezra's offshore support services arm **Emas Marine** has strengthened its presence in Africa and Asia with a slew of contract wins since March this year, with a total value of more than \$55m including options. Under these contracts, Emas Marine will deploy one AHTS vessels and two PSVs in Africa, and another five AHT/AHTS vessels and one PSV in Asia.



Lionel Lee, group ceo and managing director of Ezra, said Emas Marine has identified Africa as a key market to expand, even as the company maintains its strong presence in the Asia-Pacific region. Meanwhile Emas AMC, Ezra's subsea services arm, has confirmed contract wins for a total value of almost \$40m including options. top : The LEWEK ATRIA anchored off Singapore **Photo : Piet Sinke (c) - CLICK on the photo to view the High reslution version**

"The projects that Emas AMC is winning are growing in quality and complexity, which is a recognition of how far we have developed our subsea engineering capabilities," Lee said. With the latest wins, the group orderbook stands at more than \$2bn of contracts, with a majority expected to be executed over the next 12 to 18 months. **Source : Seatrade Global**

OGPar continues Tubarao Azul test



Bankrupt Brazil independent **Oleo e Gas Participacoes (OGPar)** has extended its agreement for the OSX-1 floating production, storage and offloading unit, which has been conducting an extended well test at the Tubarao Azul field. **source : Upstream**

CASUALTY REPORTING



Garnalenkotter vastgelopen tussen Katwijk en Wassenaar



Foto : KNRM Katwijk

Een viskotter is woensdagmiddag vastgelopen voor de kust tussen Katwijk en Wassenaar. Dat laat de KNRM weten. Het 14-meter lange schip is met de netten vast komen te zitten in het zand en kan daarom niet meer weg. De kotter komt uit IJmuiden en vist vlak voor de kust op garnalen. Normaal gesproken komt er geen zand in de netten, maar woensdagmiddag is dat toch gebeurd. 'Als **KNRM Katwijk** zijn wij gaan even gaan kijken. Gelukkig is er geen letsel en ook de kotter heeft geen schade', zegt **Arie van Dijk** van de **KNRM**. Om 19.30 uur gaan de twee bemanningsleden zelf proberen hun viskotter vlot te trekken. 'Wij zorgen dat we er bij zijn. Mocht het niet lukken, dan kunnen we eventueel nog helpen', aldus Van Dijk. Een strandtenthouder heeft de opvarenden voorzien van een patatje en iets te drinken **Bron : OmroepWest**

Ferry and cargo ship collide in Hong Kong, 33 injured

Thirty-three people were injured when two boats collided late Wednesday in Hong Kong, authorities said, the latest accident to hit the city's busy waterways. Authorities said the collision occurred just off the outlying island of Cheung

Chau between a mainland Chinese vessel and a high speed ferry. "A Macau ferry collided with a vessel from the mainland," a government spokeswoman told AFP.

"Thirty-one injured are at the pier and two with comparatively more serious injuries have been sent to a hospital in Cheung Chau," she said of the incident which occurred around 11:00 pm local time (1515 GMT). The Macau ferry later arrived at its terminal on Hong Kong Island, a police spokeswoman told AFP, but added that the Chinese vessel, a cargo ship, was still at the scene. Passenger ferries regularly cover the hour-long distance between Hong Kong and Macau. Footage from TVB news channel showed damage on the front right corner of the double deck ferry, while media reported that 162 passengers were on board at the time of the collision.

Earlier this month, 11 crew members from a Chinese cargo ship went missing after it collided with a container vessel and sank just outside Hong Kong waters. In November of last year, a high-speed ferry travelling from Hong Kong to Macau collided with an "unidentified object" injuring 87 people and raising new concerns over maritime safety.

It came a year after a ferry crash claimed 39 lives -- the city's worst maritime disaster for more than 40 years. The deadly collision between a high-speed ferry and a pleasure boat shocked the Asian financial hub, which prides itself on its good safety record. **Source : Agence France-Presse**

NAVY NEWS



The Dutch **OPV P 841 ZEELAND** outbound from Willemstad (Curacao) for a demo offshore -
Photo : Kees Bustraan (c)

Ukrainian Navy withdraws four more ships from Crimea

The Ukrainian Navy removed a minesweeper, two tugs and a patrol boat from Crimea on May 20. The **Korets** tug and the **Krasnoperekopsk** inshore tug were moved from the Striletska Bay in Sevastopol, the **Henichesk** minesweeper and the patrol boat were removed from Lake Donuzlav. The **Henichesk** minesweeper will tug the patrol boat to a point of destination; the others will reach their port of destination by interacting with the **Hennadiy Savelyev** tug (port of registration: Yuzhny). By the morning of May 20, the Ukrainian Navy had moved 28 warships, patrol boats and vessels from Crimea to ports in mainland Ukraine. **Source : NRCU**

TNI says no need for aircraft carrier

Indonesian Military (TNI) chief Gen. Moeldoko said the country had no intention of procuring an aircraft carrier to strengthen its primary defense system. "An aircraft carrier is inappropriate for the Indonesian Military's doctrine," Moeldoko said as quoted by tempo.co on Monday.

He added that an aircraft carrier was unnecessary as the country had thousands of islands, from Aceh to Papua, that could accommodate the Air Force's aircraft. Navy chief of staff Adm. Marsetio explained that the Navy would act in accordance with Indonesia's Green Water doctrine, which stipulates that its naval forces should not enter international waters. "Only countries with a Blue Water doctrine need aircraft carriers," Marsetio said.

He said countries with a Blue Water doctrine tended to be aggressors that threatened other countries, adding that Indonesia was a peaceful country that considered its territorial sovereignty of paramount importance. Rising tensions

in Southeast Asian waters have underlined Indonesia's Green Water policy, with Moeldoko explaining that the country would most likely adjust its personnel numbers in Natuna Islands, Riau Islands and at Datuk Cape in West Kalimantan.

Unlike Vietnam, the Philippines, Brunei Darussalam and Malaysia, which have become embroiled in sovereignty issues with China over the South China Sea, Indonesia has remained an observer. "We will monitor the South China Sea to gauge developments from time to time," Moeldoko said as quoted by tribunnews.com on Monday. **source : jakarta post**



The Dutch **OPV P 843 GRONINGEN** outbound from Willemstad (Curacao) for a demo offshore -
Photo : Kees Bustraan (c)

United States Navy selling its Oliver Hazard Perry FFG class frigates — 'no reasonable offer refused'



EVER wanted to own your own warship? Now's your chance to light the fires and kick the ... erm, lifesavers. The US Navy has several up for grabs, "no reasonable offer refused".

The cold-war era guided missile frigates may be difficult to find a mooring for, but one would certainly turn heads. And the prices are rock bottom, supplier-direct, bargain basement great-big deals. Yes, used warship salesman US Secretary of Defense Chuck Hagel is literally giving them away. And don't think you're getting a discontinued line: The Oliver Hazard Perry FFG class is still in use in navies around the globe — from Australia to Spain, Bahrain to Taiwan,

Turkey to Egypt. Each one is 4100 metric tons of lean, mean fighting machine. There is one catch: They only come in grey.

If you have the proper papers, you can probably even get one with its guns and missiles still attached. If not, the provision of the full-sized helipad and undercover parking space for two choppers should still impress. But you'll have to be quick. Given the popularity of these ships, this deal can't last long.

Taiwan has already been spotted giving the vessels the once-over, as has Thailand and Mexico. Out of the 11 ships on offer, only three don't currently have an offer on them. So how much could one of these babies sell for?

Well, each ship was worth about \$200 million in 1978 dollars when they were first delivered (roughly \$700 million in today's terms). Since then they've undergone considerable depreciation and covered an impressive number of miles.

With all the optional extras removed (such as the towed sonar arrays, aircraft-tracking radars and 76mm cannon), the price is expected to be low. Very low.

In the hands of new nations these ships are likely to be stripped for spare parts to keep others running, though some have indicated they want to upgrade them to full combat capability. But buyer beware: As the Royal Australian Navy discovered with the purchase and conversion of two US tank landing ships in the 1990s, there is no refund if the goods don't live up to expectations. Make sure you check for rust. Carefully. [source : news.com.au](http://news.com.au)

SHIPYARD NEWS



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COSCO Shipyard changes head

Shanghai: **COSCO Group** announced in the latest management meeting that it has appointed Liang Yanfeng, former party secretary of **COSCO Dalian** as the general manager of **COSCO Shipyard**. Wang Yuhang, former general manager of COSCO Shipyard has been appointed as the vice general manager of COSCO Group. Liang Yanfeng, 49, had served as vice president of COSCO (Hong Kong), executive director of COSCO Pacific, managing director of COSCO International and party secretary of COSCO Dalian. [Source : SinoShipNews](http://SinoShipNews)

Keel-laying of two tankers of project RST22M held by Palmali Group at Armada Shipyard (Turkey)

Palmali Group has laid down two 7,100-dwt mixed river-sea class tankers of Armada series (project RST22M) at Armada Shipyard (Palmali Group, Turkey). According to the Group's press center, the construction is to be completed in March 2015. Project RST22M has been developed by Marine Engineering Bureau. The new tankers satisfy the Volga-Don Canal and Volga-Baltic Waterway dimensions (length – 139.95 m, breadth – 16.6 m, depth – 6.0 m).

The design complies with the specific requirements of Russian and global oil companies, additional ecological restrictions of the Russian Maritime Register of Shipping «ECO PROJECT» (ECO-S). By 2017, Palmali Group plans to expand its cargo fleet with at least 20 vessels of RST 12 and RST 22M projects. [Source : Portnews](http://Portnews)

Jurong Shipyard Bags \$236M Jackup Contract from Hercules Offshore

Sembcorp Marine announced Wednesday that its subsidiary **Jurong Shipyard** bagged a \$236 million (SGD 296 million) contract to build a high specification jackup for Hercules Offshore, Inc.'s unit Hercules North Sea Ltd. The Friede & Goldman JU 200E design jackup, scheduled to be delivered in the second quarter of 2016, will have enhanced features suitable for UK operations. It will operate in waters of 400 feet and drill to depths of 30,000 feet. The jackup will be equipped with 2,000,000 lbs drilling capacity, 6,000 barrels mud capacity, 28,000 kips preload capacity for the legs and 150-man accommodation capacity.

When completed, the jackup will be chartered out to Maersk Oil and Gas for deployment in the UK sector of the North Sea. "We are honored to work with Hercules Offshore and we would like to congratulate Hercules Offshore in clinching the contract from Maersk Oil and Gas. This reaffirms Jurong Shipyard's position as a customer-oriented yard in providing tailor-made rig designs and solutions for our customers." William Gu, Jurong Shipyard's general manager of Offshore Division, said in a press release.

With the latest contract, Sembcorp Marine's total new orders secured in 2014 has reached \$1.54 billion (SGD 1.93 billion), while the Group's net order book stands at \$10.52 billion (SGD 13.2 billion), with deliveries extending into 2019.

"We are pleased to partner with Jurong Shipyard as we believe in Jurong Shipyard's strong track record in delivering quality rigs customized for our clients," John T. Rynd, CEO and president of Hercules Offshore said in the same release. **Source : Rigzone**

Zelenodolsk Plant (Tatarstan) launches lead coast guard ship Ocean

On May 21, 2014, Tatarstan-based OJSC Zelenodolsk Plant named after M. Gorky launched the lead coast guard ship of project 22100 Ocean, IAA PortNews was informed by the company. New generation border guard ship Ocean developed by Central Marine Design Bureau Almaz (Saint-Petersburg) is the first ship of this type tailored in compliance with the requirements of the Border Guard Service under FSB. This multipurpose ship has a high fighting capacity and can take part in full-scale rescue operations. Is a unique ship with her ice class, speed of 20 knots, cruising range of 12,000 miles and endurance of 60 days. Ocean class ships are supposed to replace ships of projects 11351 and 97P.

Ships of project 22100 "Ocean" are intended for protection of the exclusive economic zone of the Russian Federation. Also they will be able to participate in rescue operations, assist in fighting fires on ships and escort emergency towing vessels in hiding places, to ensure actions of special forces of the Russian FSB to combat piracy and terrorism, prevent smuggling and drug trafficking. The ship is to be deployed for operation in the North West region of the Pacific Ocean, Arctic and non-Arctic freezing seas of the Russian Federation with consideration of the requirements for operation of Arc4 vessels under the Regulations of the Russian Maritime Register of Shipping. The ship is armed with the automatic gun and heavy machine guns. At the stern there is a helipad and helicopter hangar for Ka-27. The ship is equipped with the latest electronic systems, intelligence and surveillance. The lead ship of project 22100 Ocean was laid down on May 30, 2012.

Tatarstan-based OJSC Zelenodolsk Plant named after M. Gorky specializes in the construction of warships and passenger high-speed vessels. The enterprise is managed by AK BARS HOLDING. : **Source : PortNews**

New Mediterranean shipyard set to welcome yachts

With the opening of IMS 700, **IMS Shipyard** says it is now the largest yacht repair and refit shipyard on the Mediterranean. Located on Toulon Bay in the south of France, the shipyard is opening 80 additional berths to accommodate as many as 100 yachts from 20 to 80 meters (about 65 to 262 feet). The shipyard is expected to be ready to receive the first yachts by the end of the year. The 130,000-square-meter yard will house equipment capable of lifting as much as 670 tons. **Source : Trade Only Today**

Irving Shipbuilding launches Hero-class patrol vessel



The ninth and final Canadian Coast Guard Hero-Class Patrol Vessel, also known as a Mid-shore Patrol Vessel, was launched the morning of Saturday, May 17th from Halifax Shipyard in honour of Captain Nichola Kathleen Sarah Goddard (May 2, 1980 - May 17, 2006). Each of the nine vessels in the program was named after fallen personnel from the Royal Canadian Mounted Police, Canadian Coast Guard, Department of Fisheries and Oceans, and Canadian Forces who performed heroic acts during their service, the company said in its press release.

The \$194 million contract for the nine Canadian Coast Guard Mid-shore Patrol Vessels was awarded to Irving Shipbuilding on September 2, 2009. **CCGS Captain Goddard** M.S.M will now undergo further construction and finish work while alongside in preparation for her sea trials in late summer. The final vessel is expected to be delivered to Canadian Coast Guard early this fall.

Source : PortNews

Across China: Ancient shipbuilding struggling in modern times

Huang Tanyang has spent most of his life working in a shipyard run by his family for hundreds of years in the coastal province of Fujian in east China. But now he is worried how long the business can survive. The 55-year-old in charge of the plant that produces wooden sailboats near Quanzhou Port, the starting point of the 2,000-year-old maritime Silk Road, has seen orders plunge, mainly from local fishermen. "We have to do a lot of repair work to make ends meet due to shrinking demand for new ships," he said.

The junks Huang's family specialize in, also known as Fuchuan (Fujian vessels), represent one of the four major types of Chinese ships. They used to navigate the maritime Silk Road that links China, Southeast Asia and Western countries for trade and cultural exchanges. However, in today's era of steel-hulled ships, the traditional handmade junks have lost their allure and the industry is vanishing. To preserve the endangered craftsmanship, earlier this month the local government opened a museum in the provincial capital of Fuzhou, featuring the culture of Fuchuan through pictures and models. "It is certainly progress that modern shipbuilding techniques have replaced old ones. But as a cultural heritage, Fuchuan needs more attention and protection," said Ding Yuling, a local scholar on maritime history.

In 2010, the watertight-bulkhead technology of Fuchuan was inscribed in the List of Intangible Cultural Heritage in Need of Urgent Safeguarding by United Nations Educational, Scientific, and Cultural Organization, which found "today only three masters can claim full command of this technology". The junks are built with watertight compartments. If a cabin is damaged during navigation, seawater will not flood the other cabins and the vessel will remain afloat. The technology was later introduced to the West by explorer Marco Polo. In 1974, a 24.4-meter-long Fuchuan, manufactured in the Song Dynasty (960-1279), was salvaged in Quanzhou Port, recognized as the oldest and largest wooden sailboat found in the world.

With decline of the industry seemingly irreversible, neither of Huang's two sons is willing to take over the shipyard with only 14 workers, all family members. Huang's father Huang Chuzong, the former head of the shipyard, is deeply

concerned that shipbuilding techniques passed from generation to generation could be lost soon. "The kids don't want to build Fuchuan, I can't help it," said the 79-year-old. "But I have asked them to learn making ship models to master the skills." Since he retired two years ago, Huang Chuzong has been immersed in creating Fuchuan models. He produces about 20 a year and sells most of them. In 2012, he spent eight months handcrafting a 2.3-meter-long Fuchuan model, worth 200,000 yuan (about 32,467 U.S. dollars). He wants to make it a family heirloom. "If our offsprings fail to make the business a success, I hope the legacy of our family can be carried on through the model," the elder Huang said.

Though the father and son are struggling to sustain the business, they take great pride in the family's former glory in the Ming Dynasty (1368-1644), when the great Chinese explorer Zheng He made seven voyages to other parts of Asia and Africa on vessels produced by their ancestors. **source : Enditem / Xinhua**

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Singapore offers free garbage pickup from ships with fees for excess

THE **Maritime and Port Authority of Singapore (MPA)** now provides free garbage collection for a limited number of bags to all vessels at anchorages from 0730 hrs to 1730 hrs. Ships with larger quantities of garbage (in excess of the limit) may wish to make special arrangement for garbage disposal for which a fee will be charged running daily during these times as of May 26.

The Garbage Collection Special Service Online System (GACSS) allows shipping agents or shipmasters to apply for the special garbage collection services online, reports GAC Hot Port News. Shipping agents or ship masters are required to have a Marinet account to use the GACSS, said a port authority statement. Ships intending to dispose their garbage before 1200 hrs have to submit their application online before 1600 hrs on the previous day. For online request submitted after 1600 hrs, the collection service can only be done on the next day after 1200 hrs. **Source : Asian Shipper**

Petrobras Adds New Bunker Barge at Rio de Janeiro Port

m/v Luiz Rebeli has been operating at Rio de Janeiro Port since the beginning of this month. Petrobras have launched a new a new bunker barge at Rio de Janeiro Port, the company has told Ship & bunker in an emailed statement. The 2014 built double-hull m/v Luiz Rebeli has a capacity to load about 2,300 metric tonnes (mt) and has been operating since the beginning of this month. The supplier says the barge was added to improve bunker deliveries at the port, and noted that bunker prices there were the most competitive in Brazil. According to Ship & Bunker data, today bunker price indications for IFO380 at Rio de Janeiro were between \$5 and \$70 per metric tonne (pmt) lower than elsewhere in the country. **Source : Ship & Bunker**

Staff drug tested after substance found on oil rig

OVER 100 offshore workers have been tested for drugs after an 'unknown substance' was discovered on a North Sea platform. A white powder was reportedly found on a stairwell on the **Piper Bravo** rig on Saturday May 17. Medical staff were flown to the platform the following day to carry out the tests on all staff on the rig. Around 150 staff are believed to have been working on the installation over the weekend.

The rig's owners, Talisman Sinopec Energy UK confirmed that police were also carrying out an investigation. A spokesman said: "Following the discovery of an unknown substance on the Piper Bravo platform, we contacted Police Scotland on Saturday. "In line with our company procedure, all personnel on board have undergone substance-testing by medics. "As this matter is being dealt with by Police Scotland, it would be inappropriate to comment further at this time. "Talisman Sinopec Energy UK operates a zero tolerance approach to illegal substances." Police Scotland confirmed that they had been made aware of the discovery, with a spokesperson adding: "Several packages have been given to us and are currently undergoing specialised testing." **source : the scotsman**

Subsea 7 Wins its Largest UK EPIC Deal with Premier Oil

UK oilfield services firm **Subsea 7** announced Wednesday that it has won its largest-ever UK EPIC (engineering, procurement, installation and construction) contract. The deal, with Premier Oil UK in support of its Catcher Area development, is valued in excess of \$460 million. Subsea 7 said the contract covers the provision of project management, engineering, procurement, construction, fabrication and installation of Catcher's subsea facilities. The scope of the work includes: three pipeline bundles; a riser system for the Catcher floating production, storage and offloading (FPSO) vessel; and installation of a 10-inch, 37-mile gas export/import pipeline. Subsea 7's office in Aberdeen, Scotland will undertake the engineering and project management work, with fabrication work to take place at the company's Wick and Leith facilities, also in Scotland. Offshore activities that will use a number of the firm's vessels will begin in 2015.

Subsea 7 Vice President for UK and Canada Phil Simons commented in a company statement: "We are extremely pleased to be awarded this major EPIC contract, which is of significant importance for both Subsea 7 and Premier. This demonstrates the versatility, dependability and economic benefit of our 'Bundle' solution to our clients in a mature basin such as the UK Continental Shelf."

Premier Oil UK Business Unit Manager Mike Skitmore added: "We are confident that Subsea 7 has the engineering and project management expertise to deliver a timely and robust subsea solution for our Catcher project and look forward to working with them on this development. **source : rigzone**

Hellas: Shipping more important than ever to the country's economy, as Hellenic-owned fleet keeps growing

In its latest annual review, the Union of Greek Shipowners (UGS), highlighted through the President's Mr. Theodore E. Veniamis' message, the ever so important role of the country's maritime industry's contribution to the economy, while also pointing out the growing numbers of the Hellenic-owned fleet, which has returned to the leading place in terms of its global share.

According to Mr. Veniamis, "in 2013 , the economic data of the Greek flag fleet were to a large extent satisfactory. Despite recession, overtonnaging, an unstable freight market, reduced access to ship financing from banks, the Greek owned fleet increased in tonnage (dwt) and in number of vessels. The Greek register accounted for 802 vessels (over 1,000 gt) amounting to 41,829,594 gt . The Greek owned tonnage held first position internationally. The fleet accounted for 3,669 vessels (ships greater than 1,000 gt) of 261.63 million deadweight tons, representing 16.16% of total world dwt . The Greek flag fleet ranks seventh internationally (in terms of dwt) and second in the European Union (EU) (in terms of gt). The Greek owned fleet under EU flags accounts for 46.72% of the EU dwt tonnage. Moreover, Greek owners control 18 .51% of the world tanker fleet (crude oil tankers), 23.32% of the world bulk carrier fleet and 13 .81 % of the world chemical and products tankers fleet in terms of dwt (excluding ships currently on order) .

By the end of December 2013, newbuilding orders by Greek interests amounted to 371 vessels (over 1,000 gt), representing 32.60 million dwt. Of these vessels, 149 were tankers corresponding to 18.32% of world tonnage (dwt), including 58 LNG / LPG tankers amounting to 25.94% of world tonnage (dwt) and 51 products tankers corresponding to 14.24% of world tonnage (dwt), 169 bulkers corresponding to 15% of world tonnage (dwt) on order in each type, 48 containerships corresponding to 7.08% of world tonnage (dwt) and 5 other vessels. The orderbook of Greek shipping in 2013 continues to indicate a diversification to specialised ships like LNG / LPG vessels, containerships as well as products tankers.

The age profile of the Greek flag fleet in 2013 was 11.5 years – over 50% of the fleet being younger than 10 years old – and of the Greek owned fleet 9.9 years, whilst the average age of the world fleet was 12.4 years. In 2013, despite the persisting global economic crisis, the foreign exchange earnings of Greece from shipping amounted to €12,089.90 million compared to €13,287 million in 2012, i.e., a reduction of 9.01%, while shipping provided 192,000 jobs directly or indirectly on ships and ashore in the maritime cluster. The study of the Boston Consulting Group entitled “Impact Assessment of Greek Shipping on the Economy and Society” (October 2013) emphasizes the contribution of shipping to the Greek economy, which as a percent of the GDP has exceeded 7% of the economy (in 2012) given the overall Greek GDP contraction over the last years, as well as the employment generated by the maritime cluster representing 3.5% of Greece’s total employment. The study stresses the additional support of the Greek economy and society through investments by Greek shipowners in energy, transportation, construction, financial services, tourism, technology, real estate and philanthropic activities. The study concludes that Greek shipping could further support the Greek economy and due to its size become a key driver of economic recovery provided that a stable and competitive institutional framework is maintained. At an international level, Greek shipping has demonstrated that it has all the prerequisites to successfully address these challenges and maintain its leading position in the global ranking of the shipping industry, in spite intense pressures due to the prevailing conditions of a constantly volatile freight market.

The numbers indicate that: 16.25 % of the world fleet and 46.7 % of the EU fleet in terms of dwt capacity is under Greek-ownership. These high percentages, combined with the quality of the Greek-owned fleet, the vast majority of which consists of new ships with high-technology, and the long experience of Greek shipowners in offering reliable and high quality services, strengthen the leading role of Greek shipping in the seaborne transportation of world trade. Moreover, these figures also demonstrate the strategic importance of the Greek shipping industry, given the dependence on shipping of modern society, and therefore of Governments around the world, in order to ensure the sufficiency of supply in energy, raw materials and food stuffs, a dependence which increases in times of geopolitical crisis. This parameter is a priority at the political level for states as well as for entire geographical regions, which wish to develop their own shipping. In such a case, national maritime policies should have a common approach: the adoption of a framework for the operation of shipping, which would ensure its viability and ability to meet the extremely tough and ever changing conditions of international competition. Conditions, which in recent years due to the growing environmental requirements and advanced technical standards, which shipping has to comply with, make shipping investment and operation even more risky and unpredictable under any economic conditions.

In June 2014, the organization of the Posidonia International Exhibition in Athens will once again bring the achievements and the stakeholders of this multidimensional maritime industry and the international services they offer to the centre of global interest. This celebration of shipping, which has become an international maritime institution, gives the opportunity to Greece, holding the leading position in the shipping industry internationally, to re-confirm and highlight its prominent role in international trade.

The broad publicity that shipping will attract in the context of Posidonia, which usually performs its work quietly, will hopefully act as a catalyst, at the political level, so that practicable and realistic approaches to shipping issues prevail in the organizations of the United Nations, the European Union and our major trading partners. At national level, while Greece has at long last entered a positive route in its economic stabilization, Greek shipping had to face, for the first time in recent history, a crisis in the maintenance of its stable legal framework, the main provisions of which have enjoyed constitutional protection since 1975, in recognition of the fundamental importance of this sector to the country, and confirming that the shipping sector constitutes a national asset that is non-negotiable and beyond particular governmental orientations. More specifically, despite the immediate response of the shipping community to contribute exceptionally to Greek fiscal revenues, leading to the successful completion and signing of a Memorandum with the Greek Prime Minister, providing voluntarily for the doubling of shipping taxation for a period of three years, a law was introduced, containing additional tax collection measures. This represents a constitutional deviation and seriously undermines the required confidence between the state and the shipping sector. Any State wishing to maintain a steady presence in global maritime affairs and reap the benefits, economic, political and strategic, must have a comprehensive, competitive and above all stable long term policy. During 2013, the publication of important

economic studies objectively demonstrates that shipping proves to be crucial to the Greek economy, contributing more than 7% to gross domestic product, providing thousands of jobs, and making substantial investment in other sectors of the economy. These studies also addressed the prospects for further benefits for the Greek economy. It is a privilege to participate in this great shipping achievement which is not accidental but the result of a long and steady maritime tradition, that has managed to preserve the entrepreneurial spirit and maritime expertise and pass them on from generation to generation. Our close ties with our country make shipping an integral part of our national identity. These ties should not be undermined nor loosened but shipping should be the driving force for further healthy economic development, a common vision and goal for all", Mr. Veniamis concluded. To read the full USG annual report, [click: Download here \[PDF\]](#) source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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CPA: 60 tot 70 miljoen naar reparatie havenfaciliteiten

De **Castoro 7** kan nu slechts 'op creatieve wijze mondjesmaat vanaf de pier laden' door een container voortdurend op spanning aan kabels te laten hangen en dan te beladen. Dit omdat de jetty een groot gewicht niet meer kan dragen.

Nadat onlangs de verslechterde staat van de pier/jetty bij de Caracasbaai in beeld kwam, nadat het bekabelingsplatform '**Castoro 7**' wederom op Curaçao aanmeerde, laat directeur Humberto de Castro van Curaçao Ports Authority (CPA) weten dit soort grote projecten als een 'business opportunity' voor het eiland te zien. "CPA heeft een integraal rehabilitatie-/reparatieplan ontwikkeld voor de havenfaciliteiten, waaronder gebouwen, kades maar ook de jetty's vallen. Het plan behelst een investering van 60 tot 70 miljoen gulden over de komende vijf jaar", aldus De Castro. De CPA-directeur licht toe dat het voornoemde bedrag exclusief de aanleg van een megapier en het opknappen van de containerterminalfaciliteiten is. "Over de containerterminal zal de politiek een besluit moeten nemen. Hierover zijn we nog in afwachting. Er wordt nu, in samenspraak met de Raad van Commissarissen (RvC) en minister van Economische Ontwikkeling Stanley Palm (Pais), ook al hard gewerkt aan een plan om de Annabaai verder commercieel te ontwikkelen. Zo is er al een plan van aanpak voor de opknopwerkzaamheden van de vele kades in de haven, zoals de Motetwerf, Nieuwe Werf, Oranjewerf et cetera." De Castro benadrukt het belang van dergelijke grote Aanmeerprojecten, zoals de **Castoro 7**, in te zien. Zoals eerder door de Amigoe bericht, ziet ook de lokale scheepvaartsector uit naar soortgelijke projecten waarbij pijpleg-, bekabelings- en boorplatformen en -schepen Curaçao, soms voor Langere duur aandoen voor bemanningswisseling, om te bunkeren en voor reparaties. Vorige week maakte Dammers Shipagencies-directeur Robert van Heulen bekend dat de opbrengsten van de **Castoro 7**, voor een verblijf van een half jaar, 1,6 miljoen dollar waren. Het bekabelingsplatform zal volgens Van Heulen ditmaal zeker twee maanden op het eiland doorbrengen en mogelijk zelfs een jaar. Dit is afhankelijk van de prijsvergelijking die Saipem – de eigenaar van het platform – bij andere havens heeft opgevraagd, aangezien de kosten bij Caracasbaai kunnen oplopen. Dit omdat de huidige staat van de pier niet toelaat dat er groot gewicht vanaf de pier op het schip wordt geladen en daarom met grote regelmaat barges ingehuurd moeten worden om materieel aan boord te krijgen.

Van Heulen: "Het lukt nog wel om materieel met minder gewicht op creatieve wijze aan boord te krijgen. De **Castoro 7** brengt dan een eigen lege container (geelgekleurd) naar beneden, waarop deze voortdurend op spanning aan de kabels blijft hangen. Dus de container wordt dan niet op de pier geplaatst en zodanig met een fork-lift beladen. Maar uiteindelijk moet hiervoor wel een oplossing komen. CPA heeft overigens wel aangegeven daarmee bezig te zijn, en we hopen dan ook dat deze jetty's bij Caracasbaai spoedig aangepakt zullen worden", aldus de scheepvaartagent. De liggelden worden aan de hand van de Gros Tonnage (GT) berekend en het is duidelijk dat schepen/olieplatformen van een groter formaat meer haven- en liggelden voor CPA opleveren. Omdat Caracasbaai niet als een 'omheind' (beveiligd) terrein geldt, worden er door CPA ook security-kosten in rekening gebracht voor beveiliging, die door beveiligingsbeambten in een drie-ploegendienst uitgevoerd wordt. Het 168 meter lange en 68 meter brede bekabelings- en pijpleidingplatform **Castoro 7** dat accommodatie biedt aan 401 personen, heeft een GT van

40,282. Een rekensom wijst uit dat de in totaal 5,69 dollarcent, die aan haven- en liggeld per tonnage per dag in rekening wordt gebracht, dagelijks een bedrag van bijna 2300 dollar oplevert voor de havenautoriteiten. Het agentschap verwacht dit jaar nog tussen de vijf en acht extra bezoeken van boorplatformen en schepen te mogen afhandelen. "Uiteraard ziet CPA ook de enorme positieve spin-off in voor de lokale economie. Vandaar dat wij ook zeer zeker de agentschappen met dit soort projecten willen faciliteren", aldus De Castro. **Bron : Amigoe**

.... PHOTO OF THE DAY



As mentioned above, the 2 Dutch OPV's **ZEELAND** and **GRONINGEN** came together offshore Willemstad (Curacao) for a photo shoot before the **ZEELAND** headed back to Den Helder Naval base after serving 4 months in the Caribbean. The photo shoot brought together all the Dutch navy units operating in the Caribbean, including the support ship **PELIKAAN**, helicopters, and the maritime patrol plane. The photo was made from the Cougar helicopter. In tomorrow's issue, more photos can be found of this photo shoot - **Photo : Royal Netherlands Navy (c)**

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