

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – 195



**Number 195 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 14-07-2014**

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# SOLUTIONS IN MOTION

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A background image of a city skyline at night, with many illuminated buildings and lights.

**The tug VIGATA is the only tug operating in Porto Empedocle  
Photo : Capt. Jan-Willem Monster- HORJUS MARINE CONSULTANCY b.v.**

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## EVENTS, INCIDENTS & OPERATIONS



The **HAM 318** during discharging in Jakarta - Photo : Crew Ham 318 ©

## Angelicooussis books four Vs

John Angelicooussis is being linked to an order for four VLCCs at DSME at prices well below the \$100m mark.

Newbuilding market chatter is alive with talk that the Greek shipowner has agreed contracts on VLCCs priced in region of \$95m-\$98m. Some were quoting sub \$95m figures on the price. The order, which is not yet fully signed, is said to include an option for a further two ships. The firm vessels are all for delivery dates in 2016. Brokers were excited about the low prices on the newbuildings and said recent yard quotations for VLCC tonnage have been in the \$99m-\$100m range. But they point out that the Greek owner has a long established relationship with the yard. "Angelicooussis' buying power is second to none at DSME," one said. Angelicooussis' Maran Tankers Management currently controls a fleet of 31 ships including 23 VLCCs. **Source : Tradewinds**



## Fathers of Sewol victims embark on long journey to honor their children



Two men will walk 750km and conclude their march at a mass presided over by Pope Francis on Aug. 15

"We know that whatever we do, it will be hard for us to know even a thousandth of the pain and suffering that our kids went through on that day."

Kim Hak-il, 52, and Lee Ho-jin, 56, fathers to two former second-year students at Danwon High School who lost their lives in the sinking of the Sewol ferry, Kim Woong-gi, 17, and Lee Seung-hyun, also 17, are undertaking a 750km march in memory of their children. Seung-hyun's older sister, Lee Ah-reum, 25, will be accompanying her father and Mr. Kim on the journey. The reason for this lengthy trek from Ansan to Paengmok Port in Jindo County, South Jeolla Province, and then back north to Daejeon is these fathers' fervent hope for an uncovering of the truth behind the Sewol tragedy, which is slowly fading from our national memory, and for the speedy recovery of the victims who are still missing. In an interview with Hankyoreh before their departure from Ansan, the two fathers said, "We want to rekindle our national attention to the Sewol tragedy, which is slowly fading. This is the least we can do to ensure our children's suffering is not all for naught. It's just a small shout into the void."

Seung-hyun's father explained, "We decided upon this march because we believe that revealing the truth behind the incident, demanding that those responsible be punished, and enacting laws to ensure nothing like this ever happens again are all tasks that should be undertaken from the standpoint of the needs of the young victims of the Sewol tragedy and their

bereaved families." Woong-gi's father added, "We want to comfort, at least in small part, the souls of our children through this journey. We mean to urge for the truth to be uncovered and the special legislation be passed as soon as possible." Lee Ho-jin emphasized that "This march will be a test of the government's real attitude, if they feel pain for our losses, and are truly looking to honor our children's memories by taking this opportunity to reflect and reform." These men, who worship at Wadong Cathedral in Ansan, Diocese of Suwon, will be marching to the site of the Sewol tragedy carrying a cross that is 1.3 meters tall and weighs 5 kg. It will be a hard journey on which they will have to walk 20 to 25 km a day for 40 days. They will also be bringing a banner bearing the message, "Come back to your family as soon as possible," referring to those victims who still have not been recovered. Seung-hyun's older sister Ah-reum will keep a record of the journey, as well as communicate their purpose in action to the world through social media. The two fathers, whose sons were recovered within a day of each other, are planning on holding a traditional memorial ceremony on the street on Aug. 6-7, each date marking one hundred days since their sons were returned to them. The men will then attend a mass presided over by visiting Pope Francis at Daejeon World Cup Stadium about a week later, on August 15. Lee Ho-jin said, "If we have a chance, we would like to present Pope Francis with the cross that we bring on this journey. If that isn't possible, we will lay the cross next to Seung-hyun." Unable to finally let his son go forever, Mr. Lee hasn't yet buried or dispersed his ashes, and has kept them at home. That afternoon, the two fathers said a painful prayer, sitting where their sons' shadows yet seemed to linger in a classroom at Danwon High School. Then they said their last goodbyes to Danwon teachers, students, and nuns, embarking on what they knew was to be a very long journey. **Source : The Hankyoreh**

## New task force created to probe ferry accident

The ruling and opposition parties yesterday launched a task force to investigate the April 16 ferry disaster and speedily legislate a special act in regard to the sinking. However, despite pledging unity, there are expected to be schisms between the ruling and opposition parties, as well as the bereaved families, in how to proceed with the legislation. Chief policy makers of the ruling Saenuri Party and main opposition New Politics Alliance for Democracy (NPAD) held a press conference at the National Assembly to announce the formation of the task force, which is comprised of eight ruling and opposition lawmakers.

"We will discuss the opinions of the Saenuri Party, NPAD, the Justice Party and of course the victims' families ... and try hard [to enact the Sewol special act] by [July] 16," said Joo Ho-young, the chief of the Saenuri's policy committee.

On Thursday, President Park Geun-hye and the floor leaders of the Saenuri Party and NPAD agreed to pass the so-called Sewol special act at a plenary session on July 16 that will award jail terms of up to 100 years to people responsible for accidents or crimes that result in two or more deaths in order to prevent calamities like the Sewol sinking.

"We have no intention of making the issue a political one at all and need to speedily enact the legislation to compensate the victims and enable the public to overcome the disaster and head toward the future," Woo Yoon-keun, chief of the NPAD's policy committee, added at the briefing. But the first meeting of the task force, convened yesterday after its announcement, concluded in just 30 minutes. A key issue is whether the special parliamentary committee for the Sewol crisis will be vested investigation and prosecution rights. A committee of family members of victims of the Sewol sinking are pushing for the special investigative committee to be granted investigative and prosecution authority. The Saenuri is completely opposed to the idea, while NPAD wants to only grant investigative rights to the Sewol committee. The victims' families also called for the special Sewol investigative committee to have a time frame of at least two years, with the possibility of a one-year extension. The ruling party wants a six-month order with a three-month extension and the opposition a one-year period with the possibility of a one-year extension.

"We need to make decisions clearly debating whether they are reasonably within logical range" on such various issues, said Joo, adding that issue regarding investigative and prosecution rights "will have to be discussed and decided upon within the task force." "While indictment is an inherent right to prosecutors, there is a need for a special jurisdiction to grant investigation rights," Joo said. The National Assembly's special committee devoted to investigating the Sewol ferry accident also concluded its final general session yesterday after hearings from officials from some 22 agencies over the past month on the government's mismanaged rescue attempt on the day of the ferry sinking.

The special parliamentary committee consists of lawmakers from both the ruling and opposition parties, who began a separate probe into the accident on June 2. They held their first joint general meeting on June 30. The bereaved families expressed rage, however, and protested as the government probe came to a close. The special committee will hold a hearing from Aug. 4 to Aug. 8 to question former National Security Council chief Kim Jang-soo, former National Intelligence Service chief Nam Jae-joon and other Blue House officials who were on duty at the time of the accident.

During the special committee meeting, Representative Cho Won-jin of the Saenuri Party came under fire after he tried to defend the Blue House role in the accident and said, "When there are disasters such as the avian flu or a mountain fire, the president cannot make direct orders." Kim Hyun, a lawmaker of the NPAD replied, "That is not a valid comparison. Are you comparing the victims to chickens?" This prompted fierce complaints from the bereaved families listening from the gallery, after which Saenuri Representative Shim Jae-chul, the chairman of the committee, ordered them to leave the room. Opposition lawmakers in response demanded that Shim apologize to the family members and step down as chairman. **Source : koreajoongangdaily**

## **Emma Maersk' calls at Malta Freeport Terminals**

Malta Freeport Terminals proudly welcomed 'Emma Maersk', a container ship of Maersk Line, the largest shipping line in the world, and Malta Freeport Terminals' second largest client. 'Emma Maersk' berthed on arrival at Terminal Two North Quay loading around 2,000 TEUs. Before calling at the Freeport 'Emma Maersk' called at the ports of Bremenhaven, Hamburg, Antwerp and Felixstowe. The containership will now continue its journey by calling at the ports of Singapore, Busan, Dalian, Xingang, Qindgao, Shanghai, Yantian, Tanjung Pelepas, Rotterdam, Bremenhaven, Hamburg, Antwerp and back to Felixstowe

When launched in 2006, 'Emma Maersk' set new standards in the global shipping industry becoming the largest container ship ever built having a capacity of 14,770 TEU and the longest ship having a length of 397 metres. Other key specifications of 'Emma Maersk' and her seven sister ships in the E-class series include a width of 56 metres and a

deadweight of 156,907 tonnes. However, operating within an evolving shipping market, in 2011, Maersk Line ordered Triple-E class containerships breaking its own world record. With a length of four hundred metres, a width of 59 metres, a height of 73 metres, a deadweight of 165,000 tonnes and a top speed of 23 knots the Triple-E class is the largest vessel of any type on the water to date.

Its 18,000 TEU capacity is 16 % greater (around 2,500 additional containers) than the carrier's largest container vessels like Emma Maersk from the Maersk E-class type. Indeed, such vessels have also set new standards in the container industry, not just for size, but also for energy efficiency and environmental performance. With unique design features for slower speeds and maximum efficiency, vessels in this series emit 50% less CO2 per container moved than the current average on the Asia-Europe route.

Maersk Line ordered a total of twenty Triple-E vessels which are being phased in gradually on the existing route between Asia and Northern Europe and the first of these Triple E Class ships was delivered in mid- 2013. In line with such developments, to continue providing the highest level of service to the global shipping carriers and be able to efficiently handle at its facilities containerships of this magnitude, the Freeport has last year extended Terminal Two North Quay by an additional 33 metres to a total length of 513 metres with a water depth of 17 metres. The largest vessels handled to-date by Malta Freeport have a carrying capacity of 16,000 TEUs. However with the series of investments being undertaken at its Container Terminals, Malta Freeport Terminals is now fully geared up to handle at its facilities any containership afloat thus enabling Malta Freeport to be on the forefront of its business whilst ably securing the Port's future for years to come.

Thomas Smith Group, a market leader in container liner shipping services in Malta, is the exclusive local shipping agent of Maersk Line. Following their successful appointment to represent the world's largest container shipping company Maersk Line in Malta, clients are benefiting from extensive opportunities available at their shore including more access to specific routes, expert advice and unmatched coverage, Maersk Line boasts a fleet of over 600 vessels and a number of containers corresponding to more than 3.8 million TEU.

The carriers is renowned internationally not only for being the most secure, but also now the largest and the most environmentally friendly as evident in the Triple-E class vessels launched recently by the line. With approximately 325 representative offices located in more than 130 countries, global access for cargo is unlimited. **Source : Malta Independent**

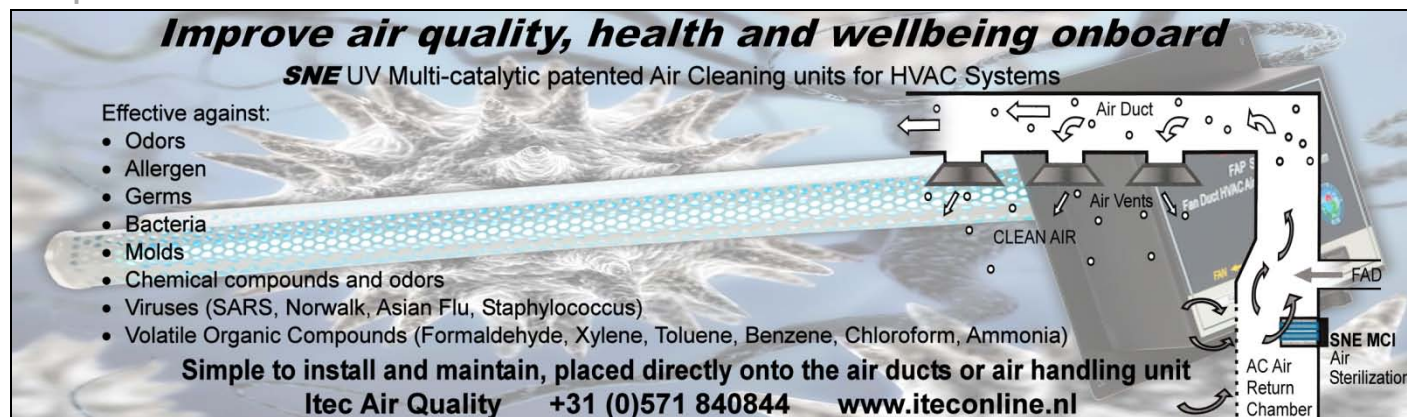
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## **Ex-Coast Guard official sentenced to 8 months in jail for Sewol leaks**

The Busan District Court on Friday sentenced a former Coast Guard official to eight months in prison for charges of leaking investigative information on the capsized ferry Sewol. The 41-year-old ex-Coast Guard official, surnamed Lee, has been suspected of notifying a senior official at the Korean Register of Shipping of the prosecution's impending raid of the state-commissioned vessel safety inspection entity. The Busan District Prosecutors' Office was considering dispatching investigators to the KRS without prior notice before the April 16 sinking disaster to seize documents as the entity had reportedly carried out a negligent inspection on the Sewol, which was owned by Chonghaejin Marine Co.

But Lee, who was working for a Busan unit of the Coast Guard at that time, handed over the confidential information to the KRS after speaking with a former investigator at the Busan District Prosecutors' Office. The court said in its ruling that "the prosecution was putting forth its best efforts to reveal a variety of allegations by trying to secure objective evidence through a raid after the Sewol tragedy distressed the whole country." Stressing that the suspect is



a civil servant in a law enforcement agency, the verdict said "his practice of promulgating state information cannot be forgiven." Meanwhile, the policeman at the prosecutors' office, who initially leaked the information to the Coast Guard official, averted imprisonment. He was sentenced to six months probation.

The court said it downplayed the possibility that the policeman had colluded with the Coast Guard official to leak the info. It added that the policeman was exploited as a co-suspect after telling the guard official the confidential information in a casual conversation. According to a probe result from the Board of Audit and Inspection, KRS had failed to detect that the sunken ferry was overloaded and its cargo was not properly secured before it set sail. **Source : KoreaHerald**

## **The use of the word SHIPPER**

Americans and increasingly other people around the world using the English language are using the word SHIPPER where in fact they mean SHIPPING company.

In one of the latest article about 2M (Maersk/MSC) published by Reuters is again full of the word Shipper - but actually a shipping company is meant. Total confusing, especially since at the end of the article spokesmen of shippers' councils are quoted. This has prompted me to send following to REUTERS:

The recent article of Ole Mikkelsen supported by several other correspondents of Reuters (Additional reporting by Shida Chayesteh in Copenhagen, Keith Wallis in Singapore, Brenda Goh in Shanghai and Gus Trompiz in Paris; Writing by Sabina Zawadzki; Editing by Sophie Walker) has highlighted again the consistent and continuing use of the word SHIPPER where in fact the word SHIPPING company should be used. A SHIPPER is a party or company offering cargo to be shipped - it can be a freight forwarder, the actual manufacturer or a consolidator. A SHIPPER is not however running liner services with either owned or chartered vessels. This ongoing confusion in - particularly - American publications is extremely confusing not only for readers with a maritime background, but can be most confusing for the general public too. Please would REUTERS make a clear difference between a shipper and a shipping company? **Letter send by : Theodor A.R. Strauss**

## **Lifeboat called out after tourist reports nine-year-old shipwreck**

A tourist caused a full-scale alert for a Scots lifeboat crew after she reported a ship that had sunk nine years ago. The woman made the call after spotting the long-sunken fishing trawler the Sovereign which ran aground off Cairnbulg, Aberdeenshire in 2005. The Fraserburgh lifeboat team were called into action on Friday afternoon to investigate the reports that a vessel had sunk.



Billy Watson of the team said: "A tourist had been standing on the local landmark Tiger Hill and she saw the Sovereign lying on its side. "She must have thought that it had just freshly sunk and made the call to the RNLI. It is a familiar landmark to locals but you can see how easy it would be for a visitor to mistake it for a vessel in distress. It was a mistake made with the best of intentions." The crew returned just forty minutes after receiving the call. Mr Watson said that recent coverage of the team's rescue of two children swimming in the sea off Fraserburgh could

have helped the woman's decision to make the call. He said: "It's possible that the publicity over the past few days made her think to phone it in. "The lesson here is always make the call if you have any doubt at all. Seconds are vital and any delay could lead to serious consequences. It's always better safe than sorry." The Sovereign is considered an eyesore and a hazard to swimmers by many locals who have campaigned to have it removed. It ran aground in 2005 and her five strong team were airlifted to safety. In January 2013 the wreck hit the headlines after it was featured on the promotional poster for Hollywood blockbuster The Life of Pi. **Source : STV News**

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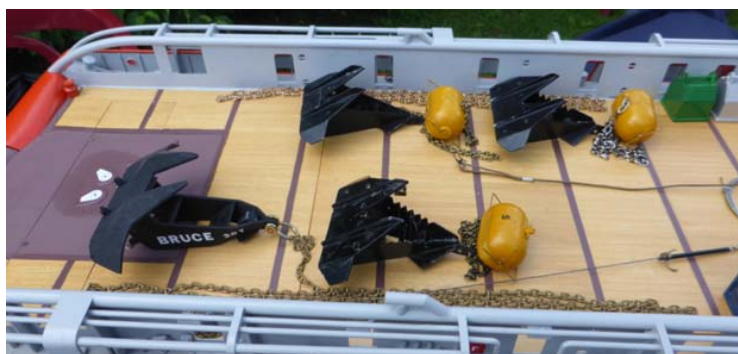
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## 1:50 scale in Heemskerk



Last Saturday in the Dutch city of Heemskerk at the **SMG IJmond** location the 1:50 scale modelboat sailing day was held as I was in the neighbourhood, it was time for a visit



to have a look on this beautiful models of "workshops" as seen right the **PACIFIC SUPPLIER** built by **Henk Zetzema** with on deck several Bruce and Vrijhof anchors and buoys all on scale.



Left seen Modelboat builder **Ton van Rekum** which is already one year building on a model of the tug **FAIRPLAY 30** complete with all



hand made winches, hatches etc.

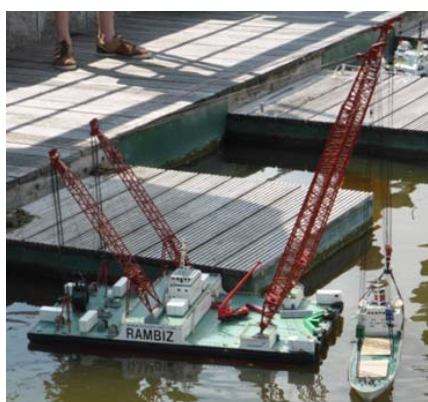
The **Scheepsmodelbouwgroep**

**IJmond** started October 28th 1981 and the members gather together regularly to show the models and to discuss with other members what they have done and offcourse to sail with the models in the 416 m2 port with several quay sides and port entrances and complete with a "synchro" lift to launch and recover the models in the water as some



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models are really large and heavy ! as the below seen **EMMA MAERSK** just leaving the model port of Heemskerk without tug assistance.



This 1 : 65 scale model is having a weight of over 700 kg and it takes 2 hrs to assemble from the "transport Van" into to water ready to sail whilst in the meantime the sheerlegs **RAMBIZ** was busy with recovering a sunken cargo vessel in the port.



As it was very busy in the port on Saturday the **HAVILA CHAMPION** arrived with a offshore barge assisted by a Fairplay tug and the **PACIFIC SUPPLIER**, which tugs perfect moored the barge alongside the quayside whilst the **SMIT-LLOYD 109** was alongside for loading of deck cargo and modelboat builder **Kees Punt** with the model of **MAERSK SEEKER** on which model **Kees** was working **10 years** to complete in the meantime



Heerema's **HUSKY** departed from the port loaded with pipes to deliver offshore. The Joris family was present with 3 models, the **SMIT RHONE**, **SMIT HUNTER** and **NOORDHOEK SINGAPORE** in more photo's can be find

tomorrows edition of the newscippings of the ships models which were operated by proud owners in Heemskerk last Saturday. **All photo's : Piet Sinke © - CLICK on the photos to view the high resolution version and to see the details !**





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## Offshore workers buoyed by hiring opportunities

The offshore industry is buoyant and rapidly growing around the globe, due to the demand for energy, new technology to reach resources, growing economies and favorable responses from the political arena. "Across the world, countries have resources that they want to develop, and the new technology is making it possible. Also, many countries such as Israel and Mozambique are also expanding their offshore industries that we have not seen before," said Stephen A. Colville, president, International Association of Drilling Contractors, a global authoritative body for the drilling industry.

Mexico also has many large plans, and Brazil has a number of projects on the burner. American companies are moving into these areas and around the world, setting up business and hiring locals to work with their relocated staff. The Middle East continues to be one of the world's most active offshore regions. Saudi Aramco, an integrated global petroleum enterprise with operations across the globe, has upstream operations among the best in the industry in scale of production, operational reliability and technology development. During the past two years, investments by Aramco have enabled the company to maintain one of the world's largest spare oil production capacities. Significant progress on two offshore developments - Manifa, the world's fifth largest oil field, and Karan, Saudi Arabia's first non-associated offshore gas field - has added new oil and gas reserves. "The career possibilities for a broad range of positions in offshore exploration are available during this unprecedented growth period," said Timothy Hansen, who leads expatriate recruiting for Aramco's U.S.-based subsidiary located in Houston. "It is imperative to attract many new people to our industry and retain them. Things are changing due to technology, and so we need people with a higher level of knowledge and skills in all positions. Today, there are also many new positions that have never been available before. For example, it is not uncommon for offshore platforms to have IT people to work with the computers and software that help run the platforms," Colville said. In an effort to create a pipeline of people, community colleges are working around the world, setting up programs to attract, train and retain people. The courses provide graduates to begin entry-level positions, with continual staff development to help them grow in the industry. The IADC also is working to standardize training and procedures globally, to create a high level of competences. "The IADC's Well Control Institute takes safety, environment and standardized training to a higher level. In fact, Dawood Al-Dawood, vice president, Drilling and Workover for Saudi Aramco, is well-respected member of the Well Control Institute's board of directors, along with many others in the industry," Colville said. "The high-value, technologically advanced activities attract career-minded candidates who want to impact industry in a big way," Hansen said. In addition to expatriate positions overseas, Aramco's expanding research and development program has led to three U.S.-based research and development centers in Boston, Detroit and Houston. Currently, teams of researchers are working in a variety of specialty areas such as geology, geophysics, reservoir engineering, drilling and production technology designed to anticipate and contribute to the next generation of offshore E&P technology advancements. **Source : Chron**

## ASIA SUPRAMAX DRY: Freight levels easing on negative sentiment

Supramax market in the Asia Pacific ended the current trading week on a weak note with sentiment taking a hit due to tonnage building up in Southeast Asia and a lack of spot coal cargoes, shipping sources said Friday. "Looks like the positive sentiment that was built last week is now turning negative," a source with a Supramax shipowner-operator said. "One thing that could help the market is that all the good tonnages have been fixed away. So if anyone wants to

charter quality ship, they may have to pay up. But there are weaker ships in the market, which will fetch cheaper levels."

While no fresh Indonesia to India fixtures were heard Friday, there were talks of deals done on the Australia to China route at high \$7,000 levels as daily rates. "Supramaxes have again seen a bit more activity for Indonesia coal exports with premiums attracted for India discharge which is supporting the market," shipbroker Braemar Seascope said in its weekly report Friday. "There are fewer cargoes however for Far East destinations and overall the Australia and Nopac markets are weaker with a lack of new enquiry," the report said.

According to the source with a Supramax shipowner-operator, last week the market had shown strength as a result of a few owners holding back their tonnages and refusing to take levels that weren't covering their operational expenses.

"When the market came up, the remaining shipowners started offering their vessel which has resulted in the weakening of the rates again." On the key South Kalimantan to East Coast India and West Coast India routes, the indications heard were in the region of \$11/mt and \$13/mt respectively. The Supramax freight rate from Banjarmasin port in South Kalimantan to Krishnapatnam, East Coast India, was assessed at \$11/mt, a fall of 50 cents/mt from Thursday, while Banjarmasin to Mundra, West Coast India, was assessed at \$13/mt, down 25 cents.

Supramax freight rates from South Africa's Richards Bay Coal Terminal to Mundra and Krishnapatnam were assessed at \$16.25/mt and \$13/mt, both the routes shedding 25 cents respectively. **Source: Platts**



## **NYK President Hears from Captains and Chief Engineers to Enrich Safety**

On July 3, NYK president Yasumi Kudo and executive officers held a meeting with six captains and chief engineers at the NYK headquarters in Tokyo as part of safety campaign "Remember Naka-no-Se" \* that NYK conducts between July and August. President Kudo chairs NYK's Safety and Environmental Management Committee,\*\* which oversees the safety of NYK fleet, and this time the meeting was held to encourage the implementation of practical, workable activities by hearing directly from captains and chief engineers about operations. During the meeting, the president encouraged the importance of creative solutions to differentiate the company, and safe operations, fuel-saving activities, work environments, seafarer training, especially –training for ships making use of advance technology, were discussed by captains and chief engineers.

During the campaign, NYK Group members, including NYK executives, will visit vessels to deepen communication between the onboard crew and onshore staff by exchanging opinions about safe ship operations. Safety meetings will be held with shipowners and ship-management companies, and a crisis-response drill followed by a mock press conference will be conducted, to practice mobilizing a quick response for serious accident and to remind safety which is biggest mission as a company. NYK position continuing safety operation as the most important task, continues to make efforts to further deepen the mutual understanding between onshore and ship staffs, promote the establishment of safer ship-operation systems and make use of new approaches in the safety and environmental field based on NYK's medium-term management plan "More Than Shipping 2018."

### **\* Safety Campaign "Remember Naka-no-Se"**

A two-month annual campaign started in an effort to learn from the mistakes that led to a 1997 oil spill from an NYK VLCC when the vessel touched bottom at Naka-no-Se in Tokyo Bay. From July, the month the incident occurred, top management and other staff visit NYK-operated ships to ensure the implementation of safe ship operations.

**Source: NYK Line**



## Varend redden als hobby

Reddingsbrigade Notwin is in Hoorn nog steeds degene die gealarmeerd wordt bij een noodsituatie op het water.



Maar dat gaat veranderen. Het pas opgerichte **Reddingstation Hoorn**, waar veertien van de 22 bemanningsleden al actief waren bij de reddingsbrigade, is bijna klaar om de veiligheidstaak over te nemen. Een reportage vanuit het hoofdkwartier van de varende redders van Hoorn. Door een paar hendels om te zetten laat Marvin Tigchelaar lucht ontsnappen uit de buizen waar het boothuis van Hoorns nieuwste reddingboot Hayo in de Grashaven op drijft. Terwijl het dakje automatisch naar

zijn hoogste stand schuift en de boot in het water zakt, klappt Marvin de beugel met antennes en radar omhoog. Een paar handelingen later ontwaakt de Volvo Penta motor, die de 9 meter lange **Hayo** met zijn 435 pk en jetaandrijving een snelheid van meer dan 62 kilometer per uur kan geven.

Vijf minuten kost het om de boot te bevrijden uit de lift die hem – en vooral de onderdelen van de waterjet – moet beschermen tegen algaanslag. Binnen een kwartier moet de **Hayo** kunnen uitvaren met een schipper en drie opstappers – overlevingspak aan, helm op, klaar voor actie. „Dat is soms wel even een uitdaging, maar het gaat steeds beter”, zegt de 26-jarige Tigchelaar, die behalve schipper ook de operationeel leidinggevende is. Hij is verantwoordelijk voor de geoefendheid van de bemanning en de inzetbaarheid van de boot. Een gedreven vrijwilliger, net als de andere 22 mensen die zich inmiddels hebben gemeld voor het reddingstation, waar nog eens vier vrijwilligers het bestuur vormen dat toezicht houdt.

„De KNRM heeft nooit de behoefte gehad te investeren in een station in Hoorn”, vertelt Tigchelaar. De KNRM zegt het hele Markermeer te kunnen dekken vanuit haar stations in Enkhuizen, Lelystad en Marken. Warder en Wijdenes zijn bovendien gelieerd aan de KNRM. „Maar de gemeente Hoorn vindt het belangrijk, als watersportstad, en ook ik zie zeker de meerwaarde van het reddingstation.”

Hoorn draait al sinds 1990 mee in de waterhulpverlening. Die taak wordt tot nu toe waargenomen door reddingsbrigade Notwin. Tot voor kort gebeurde dat overdag in samenwerking met de Hoornse brandweer, maar dat veranderde door de regionalisering van die hulpdienst. Daarom heeft de gemeente Hoorn in april dit jaar het reddingstation opgericht, speciaal voor zoek- en reddingsacties (SAR). De boot wordt geleased van de KNRM. Er wordt al druk getraind, maar het station is nog niet operationeel, omdat er nog niet voldoende mensen zijn voor overdag.

„We moeten 24 uur per dag minimaal vier mensen beschikbaar hebben, onder wie een schipper. In de weekenden en 's avonds zijn er voldoende mensen, maar overdag niet altijd. Dan zijn er soms maar drie. Dat is een risico. Als je zegt dat je er staat, moet je er ook staan.” Het reddingstation is dus op zoek naar mensen tussen de 18 en 45 jaar, die binnen tien minuten in de haven kunnen zijn. „Liefst mensen die overdag in de stad werken.”

Tigchelaar heeft er alle vertrouwen in dat de overdracht na de zomervakantie kan plaatsvinden. De schipper was zelf al bij de reddingsbrigade betrokken toen hij nog niet eens kon lopen. Marvin is namelijk een van de zonen van Jan Tigchelaar, die sinds 1984 de voorzitter is van Notwin. Doordeweeks werkt Marvin bij Cofely op kantoor in Zaandam. Daarnaast besteedt hij heel wat uren aan wat hij een hobby noemt. Iedere zaterdag en zondag, plus twee à drie avonden per week. Nog los van de veertig à vijftig uitrukken per jaar.

„Mijn vriendin weet dat hier een deel van mijn hart ligt”, grijnst hij. „Ik ben iemand die graag anderen helpt. En de ploeg waarin we samenwerken wordt echt een vriendengroep, wat niet zo gek is als je ziet wat je samen meemaakt. Het geeft echt een kick als je een klus voor elkaar krijgt.” **Bron : noordhollandsdagblad**

## LNG carrier calls at Euroservices Terminal

The multi-purpose LNG carrier **Coral Methane**, owned by the small to midscale LNG transportation operator **Anthony Veder**, called at the port of Zeebrugge in late June for purging and conditioning operations at Euroservices Terminal. After discharging a cargo of ethylene at the port of Stenungsund, the 7500 m3 capacity LNG carrier arrived in Zeebrugge under last cargo vapours ethylene in order to change the cargo atmosphere from ethylene to methane for her next charter agreement with AGA Gas. The cargo tanks of the vessel were successfully purged with high purity

shore nitrogen and ready for next cargo of LNG. The LNG was delivered with several trucks by GDF SUEZ LNG Solutions in order to perform gas up and cool down operations. These operations took place on basis top-spray in/top-purge out with a flare return line available to flare off overpressure (nitrogen/LNG). Once the cargo tanks were fully cooled down with LNG to -145°C, additional LNG was delivered to the vessel as heel and fuel.



The **CORAL METHANE** – Photo : Wouter van der Veen ©

This first LNG operation at Euroservices Terminal was carefully planned and prepared with **Anthony Veder**, truck to ship bunkering company GDF SUEZ LNG Solutions and Euroservices who specialise in purging and conditioning of gas carriers. Comments:

Stefaan Hoppe, Euroservices' General Manager, said: "This operation has been well prepared by all parties. Know-how and experience has been shared with each other in a very pleasant and professional way resulting in a very smooth and successful operation. We are pleased to announce from now on that our terminal is compatible to handle LNG in case of purging, conditioning and bunkering. Our terminal will play an important role in the preparation and conditioning of small scale LNG-vessels." Ferdinand Dekker, Manager of Operations at **Anthony Veder**, said that the company was "very pleased with the safe and smooth cooperation between all parties involved." Anton Aarts, Commercial Manager of GDF SUEZ LNG Solutions, commented: "We succeeded to have constant a full LNG tanker truck and operators available at the Coral Methane during three days, so the operation could proceed without delay. We are happy that we could show our expertise in LNG bunkering of a ship by a tanker truck and that the customer was satisfied with our service." Joachim Eriksson, Sourcing Manager at the Industrial and Marine Sweden Department at AGA Gas AB, said: "We are pleased with the safe and smooth service conducted by Euroservices when they prepared the gas carrier Coral Methane for LNG traffic." **Source : LNG INDUSTRY**

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# Just how far will cruise prices fall next season?



### Fall is a great time for cruise deals.

Rates often drop 35 to 50 percent compared with busy summer-season prices, and sometimes even more. Airfares drop in the fall, too, so the total cost to travel can be substantially cheaper. You can save hundreds of dollars compared with summer rates. A five-night Carnival Cruise out of Galveston started at \$619 per person departing July 28; the price dropped to \$279 per person for departures in October. Royal Caribbean has a seven-night Southern Caribbean cruise from San Juan with prices starting at \$994 for a July 26 departure and dropping to \$610 for a Sept. 6 departure.



The **LOUIS AURA** approaching the IJmuiden locks enroute Amsterdam – Photo : Marcel Coster ©

### Repositioning cruises

If you've ever wanted to take a cruise at a bargain price, repositioning cruises can be a great option. Such cruises typically make fewer stops and spend more days at sea, but you still get all of the perks and amenities of a regular cruise. These cruises are offered in the fall and spring, when cruise lines want to move their ships for the upcoming sailing season.

We see repositioning cruises in the fall from Vancouver to ports in the Western U.S. and out of Europe to the U.S. from September through November. Repositioning cruises to and from Europe can be 14 days or more, so you'd need at least two weeks of vacation time.

Many of the West Coast cruises that depart out of Vancouver are three to five days long, so they can be a great option if you don't have a ton of vacation days or you want to make a shorter trip. Also, airfares to the West Coast and Vancouver are much cheaper than Europe, and you don't have to pay the hefty fuel surcharge.

Another bonus: If you fly into Vancouver and cruise out, you can get decent one-way fares without having to pay Canadian exit fees. At press time, it cost \$40 more to fly one-way from Vancouver to Dallas compared with a one-way flight from Dallas to Vancouver.

Most Vancouver repositioning cruises have final destinations in San Francisco, Los Angeles or San Diego, giving you a choice of three great cities to finish your cruise. One-way fares from these cities to Dallas are averaging \$139.

We recently found West Coast repositioning cruises for as low as \$50 per night for sailings in September and October. Norwegian offered a four-day Vancouver to San Diego cruise starting at \$199 and a five-day Vancouver to Los Angeles journey starting at \$279. Both cruises departed in late September.

If you want a really quick cruise, Princess is offering a one-night cruise from Seattle to Vancouver, starting at \$59 per person for an inside cabin, \$69 for an ocean view, \$99 for a balcony and \$129 for a suite. The cruise departs Sept. 21.


### Transatlantic cruises

If you like to plan far in advance, Norwegian is offering a 16-night transatlantic cruise from Barcelona to Houston starting at \$649 for an inside cabin, \$799 for an ocean view and \$1,049 for a balcony cabin. The cruise departs Oct. 29, 2015. Royal Caribbean has a 14-night transatlantic cruise departing Southampton, England, to San Juan, Puerto Rico, on Nov. 2. Inside cabins start at \$699 per person, or \$50 per night. This cruise stops in Funchal, Portugal; Tenerife, Canary Islands; St. Maarten; St. Kitts and St. Thomas before arriving in San Juan. When checking prices, you should know sometimes the better cabins aren't much more expensive than the lowest priced cabins. No matter what type of cabin you are in, you'll have access to the same amenities, such as free meals, snacks, activities and entertainment. One final note, today is the final day to take advantage of Carnival's special military rates for sailings through Dec. 31. These can be the cheapest deals available, and you can get the discounted rate for up to three

cabins on the same sailing. The offer is valid for active or retired U.S. military members and those who have served in the military and were honorably discharged. You must submit DD-214 papers to be eligible. **Source : Dallas news**



The **MOL QUALITY** in Hamburg – **Photo : Jan van Vuuren ©**



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The **TORM GUNHILD** enroute Amsterdam – **Photo : Joop Marechal ©**

## First production train installed at Gladstone LNG project

Construction company Bechtel has completed installation of the first LNG production train for the Santos Ltd.-led Gladstone LNG facility on Curtis Island, Queensland. The \$20 billion project will have two trains—the second due for



completion late this year Work is now under way to connect the individual parts of the first production train. They will then be tested as part of the overall system. The first train is made up of 82 modules, built at Bechtel's yard in the Philippines. The company is the engineering, procurement, and construction contractor for all three CSG-LNG facilities under construction on Curtis Island (Santos' GLNG, BG's Queensland Curtis LNG, and Origin Energy's Australia Pacific LNG). This cluster of projects makes it the largest concentration of Bechtel construction work in the world. In the meantime it has been reported that China's Hudong-Zhonghua Shipbuilding Group has been awarded a contract to supply four LNG carriers to service the BG Group's CSG-LNG project on the island. This follows an announcement by Teekay LNG Partners that it has acquired from BG Group a 30% interest in two of the carriers and a 20% interest in the other two. The carriers will be delivered between September 2017 and January 2019 and will operate under 20-year, time-charter contracts plus extension options with BG subsidiary Methane Services Ltd. The carriers will have capacity for 174,000 cu m and will be tri-fuel diesel electric vessels. First exports from the Queensland Curtis LNG project are scheduled for December. The project will produce 8.5 million tonnes/year of LNG. **Source : Oil & Gas Journal**

## Chinese naval ships seen near oil rig

China on July 11 sent six naval ships to protect an oil rig it has deployed illegally in Vietnam's continental shelf and exclusive economic zone since May, according to the Vietnam Fisheries Surveillance Department.

The department's representatives said between 103-110 Chinese ships of all kinds operated in the waters around the rig throughout the day. They lined up and moved close to Vietnamese ships to prevent them from getting near the rig. However, Vietnamese fisheries surveillance and coast guard vessels braved the harassment to stay at the site and conduct their law enforcement mission. They also helped protected the safety of Vietnamese fishing boats, which continued fishing in their traditional grounds, about 42-45 nautical miles from the rig, despite the disturbance by more than 20 Chinese fishing ships, supported by two coast guard vessels and two cargo ships. In early May, China illegally dispatched the rig as well as a large fleet of armed vessels, military ships and aircraft to Vietnam's waters and positioned the rig 80 miles deep into Vietnam's 200-nautical continental shelf and exclusive economic zone. Despite Vietnam's protests, China expanded its scale of operation and moved the rig to a new area, 60 nautical miles deep inside Vietnam's waters. China's armed vessels have aggressively and consistently fired high-power water cannons at and intentionally rammed Vietnamese public-service and civil ships, causing damage to many boats and injuring many people on board. **Source : thanhniennews**

## NAVY NEWS

## Indian Navy acquired indigenous anti-submarine warship .



Ready to protect the waters, India's first indigenously-built anti-submarine warfare corvette **INS Kamorta** was handed over to the Indian Navy on Saturday, defence officials said. The super-sophisticated front line warship will be formally handed over by Garden Reach Shipbuilders & Engineers Ltd (GRSE) chairman and managing director Rear Admiral (Retd) A K Verma to the Navy at a ceremony in GRSE's Fitting Out Jetty, defence PRO T K Singha said. INS Kamorta, first in its class of four ASW corvettes being built by GRSE under Project-28 for the Navy, is the first warship ever built in the country with almost 90 per cent of indigenous content. It is also the first warship manufactured in India with indigenously developed special grade high-tensile steel produced by state-owned Steel Authority of India Limited (SAIL). Armed with stealth features, it is the first warship equipped with the new trainable chaff launcher - Kavach. **Source : Indiatoday**

## MPS VISIT EU ANTI PIRACY SHIP

Last week, a delegation of Dutch MPs from the House of Representatives visited the Dutch marine frigate **De Zeven Provinciën** off Africa's coast. The navy ship is part of a counter-piracy operation named Atlanta currently active off

the Somali coast. Operation Atlanta is in the area to protect vulnerable shipments and to monitor fishing activity in the regional seaboard, according to the EU Naval Force Somalia (NAVFOR)'s PA office. House of Representatives President, Anouchka van Miltenburg and several other faction presidents were led around by commander of the armed forces Middendorp and were briefed on the role of the soldiers. The politicians met with Tanzania's President of the Parliament before being led around the ship. The activity was kept silent. The group departed last Monday and have since already returned to The Netherlands. "It is standard to keep these kinds of visits quiet, because the soldiers are not there because nothing is wrong", said Van Miltenburg on the NOS Radio 1 Journaal. Source : NLtimes

## SHIPYARD NEWS



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## Ledcor orders two tugs at B.C. shipyard

The Marine Division of Canada's Ledcor Resources and Transportation has awarded the construction of two A.G. McIlwain-designed tugs to Bracewell Marine Group Ltd. The two tugs will be built concurrently at the Bracewell shipyard facility at Shelter Island Marina located on the South Arm of the Fraser River in Richmond, B.C., and will be delivered in an 11 month time frame.

The tugs will principally be used on the Fraser River to support Ledcor's 10-year contract with Mainland Sand & Gravel, transporting aggregates on new Ledcor barges from the Mainland facility at Cox to various depots on the Fraser River, beginning in January 2016.

The tug designer, A.G. "Al" McIlwain, was a designer and integral part of the tug and barge industry in British Columbia and in the U.S. for over 45 years. Al was working on final design drawings for these vessels when he passed away in May of this year at the age of 82. His son, Stephen McIlwain, completed the design work and submissions to Transport Canada for regulatory review and approval. "We feel very fortunate to work with Stephen and the McIlwain family, and to continue the proud tradition of tug building in British Columbia by partnering with Bracewell Marine Group. Ltd.," said Mark Houghton, Chief Operating Officer for Ledcor's Marine Division.

Principal vessel characteristics:

48' long x 22.5' beam x 10' depth, with accommodations for two crew members.

Propulsion by two Caterpillar C18 Acert diesel engines (total horsepower 1,324). IMO Tier II, EPA Tier 3.

Two Twin Disc MG 5170 transmissions, driving 64" diameter x 72" pitch propellers in nozzles.

The electrical system is provided by two Caterpillar C2.2, 30 kW generators

Towing via a Burrard Towing Winch accommodating 1500' of 1-1/4" wire, driven by a Caterpillar 3056 engine.

Source : MarineLog

## Another missed opportunity

B.C. Ferries' July 3 announcement that it has awarded a \$165 million contract to Polish shipbuilder Remontowa to construct three intermediate class replacement vessels demonstrates that Christy Clark and the Liberals have blown it, once again. Not a lowest-bidder contract, the total \$252 million project budget includes financing, project management and \$51 million for federal taxes and import duties, much of which would not attach to domestic construction. Following the 2012 federal government's \$8-billion naval shipbuilding contract with Vancouver's Seaspan yards,



Premier Clark said, "It won't be just a matter of us building B.C. Ferries. We want to build ferries for countries all over the world here." So what happened?

Seaspan was short-listed, but their naval contracts impacted their capacity to deliver within B.C. Ferries' time frame. A modified delivery schedule might have worked. But Seaspan is not the only show in town. George MacPherson, Shipyard General Workers' Federation president, noted a consortium of B.C. yards could have been assembled to build the vessels, producing hundreds of good direct and spin-off B.C. jobs, all paying taxes and bolstering our economy. That's how the Spirit Class vessels were built: with components produced in different B.C. yards and brought together for final assembly. Because B.C. Ferries operates nominally at arm's length from government, its primary concern is vessel cost, not the overall economic impact of its operation. That's the problem with its government created mandate! B.C. Ferries needs to be returned to a Crown corporation with a clear mandate to function both as a public transportation service and an economic generator for the entire province. That includes cheaper fares and better service to reinvigorate coastal and ferry dependent communities as well as building B.C. ships in B.C. yards employing B.C. workers paying B.C. taxes and spending their money in B.C. **Source : coastreporter.**

## **Government will continue to support shipbuilding industry in line with EU**

Prime Minister Zoran Milanovic on Saturday visited the Uljanik shipyard in the northern Adriatic town of Pula and said the government would continue to support the shipbuilding industry according to EU regulations, adding that a recent state guarantee, which the government gave for the construction of a ship which Uljanik will build for the Jan De Nul group, was the confirmation of that government's intent. After his meeting with members of the Uljanik management board, Milanovic said that in two and a half years of its term, the government had done a lot for shipyards, "not a miracle, but enough for all Croatian docks to survive." "This is a big job, a lot of money is required to finance these projects," Milanovic said adding that the government would do everything to help the shipbuilding industry recover, as for the past 20 years this industry had been generating losses. The PM expressed hope a better and bigger future awaited Croatia's shipbuilding industry. Reporters were interested in prime minister's opinion on the fact that Croatia was still in recession, even though the shipbuilding industry has increased exports. Milanovic said he was not sure that exports had been increased because of the shipbuilding industry, adding however that the trends were encouraging.

**Source : Dalje**

## **Mersey shipyard Cammell Laird says navy contracts will help it become global brand**

The chief of Merseyside's leading shipyard said contracts to maintain the Royal Navy's supply fleet play a key role in its rapid expansion into other global markets. Cammell Laird chief executive officer John Syvret said the demanding standards demanded of the Royal Fleet Auxiliary (RFA) were a great advertisement for the company's rapid growth into the commercial marine, off-shore wind and civil nuclear markets in the UK and overseas. The world famous Birkenhead shipyard and engineering services company has now finished the first year of a second five year contract with the Royal Fleet Auxiliary, by completing a £41m refit of three ships which employed 200 people.

Mr Syvret said: "I would like to emphasize the breadth and calibre of engineering work being undertaken for the RFA. This is a complex and hugely demanding contract and it showcases the exceptional expertise, skills and facilities we have at Cammell Laird. "It's a great international window for us in terms of getting our brand and business into emerging markets," said Mr Syvret, referring to the RFA contract and Laird's £44m work on the newly named Queen Elizabeth aircraft carrier. "Cammell Laird will do all in its power to continue to meet the RFA's standards and expectations," he said, adding that the successful start to the renewed five year contract marked a "period of significant progress". Work began in summer 2013 on the second rolling contract (called a cluster agreement) to maintain nine of the 13 ships in the RFA fleet. The first contract was awarded in 2008 and renewed last year after performance reviews gave the go-ahead to continue until 2018.

"The last year has seen us complete three major refits and start two more," said Mr Syvret. The successful delivery of the three refits, to the Ministry of Defence's satisfaction, reinforces the value of serial contracts, he believes. "We have spent more than £35m on training. We now have one of the biggest apprenticeship programmes in the British maritime sector with 115 talented young people either in training or who have graduated into the company. "We have further continued to deliver the global element of the contract helping to maintain the RFA vessels wherever and whenever they need it." This work has been undertaken so far in the UK, Arabian Gulf, South Africa, Caribbean and

US. Cammell Laird managing director Linton Roberts said the three major RFA refits finished in the last year were to **Fort Rosalie**, **Gold Rover** and **Wave Ruler**. The biggest ever RFA refit is underway with the 12 month overhaul of **Fort Victoria**, employing 200 workers. **Source : Liverpool Echo**



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## Philly Tankers firms up order for Jones Act tankers

**Aker Philadelphia Shipyard** and newly-established **Philly Tankers** have now, through their subsidiaries, entered into firm contracts for two eco-design product tanker newbuilds and options for two additional vessels of the same type. Philly Tankers is the pure play Jones Act shipping company recently created by Aker Philadelphia Shipyard and financial sponsors, including American Shipping Company and funds affiliated with Apollo Global Management

**Source : MarineLog**

## Merkel turns out for Sonne launch



**Photo : Jan van Vuuren ©**

Chancellor Angela Merkel has launched and named Germany's latest, biggest and most expensive research ship to date – the €124.4 million 'Sonne' - as builders Meyer Werft seek a "final settlement soon" in their bid to acquire STX Finland. Tom Todd reports that Merkel unveiled the 116m long and 20.6m wide newbuilding at a classic ceremony on Friday July 11th at Meyer subsidiary Neptun in Rostock-Warnemuende attended by some 300 official guests. It follows the new ship's sea trials and 20 months of building at Neptun and parent Meyer in Papenburg.

The new Sonne is a multi-purpose work horse now being outfitted to replace a 97.6m long and 14.2m wide predecessor still in service with operators Reederei RF Forschungsschiffahrt in Bremen which will take the new Sonne into deep-sea service next January in the Indian and Pacific Oceans. Meyer Werft chief Bernard Meyer said at the launching that the design and building of the new Sonne had been "a big challenge". He singled out the technological demands made on the new research ship by the scientific community. The launch of the new **Sonne** comes in the wake of unofficial media reports of possible new orders with Meyer for two big cruise ships which could be built at STX in Finland for delivery 2018 and 2019. Meyer has not commented on these reports. It has however acknowledged that it hopes to "achieve a final settlement soon" at discussions with the Finnish government on the acquisition of STX



Finland and its Turku yard. A statement said “meaningful progress” had been reached at the talks but that there were still a number of open issues to solve. It quoted Finnish Minister of Economic Affairs Jan Vapaavuori and Meyer MD Jan Meyer saying: “If we all work on it and create favorable conditions, then we see a positive long-term future for the Turku yard and the whole maritime cluster in the region”. It added that talks continued to be “intensive” and said “we are confident that we can make the necessary progress in a short time”. **Source : The Motorship**

## **Former STX chairman claims ‘efforts to revive company went too far’ at court trial**

“While trying to revive (STX) business group, I might have gone too far in certain areas. I will gladly take responsibility for what I did wrong...” While reading three-page prepared statement at court, Kang Deok-soo, 64, former chairman of STX Group, stopped talking and wept.

Criminal Case Department 28 at the Seoul Central District Court held its first hearing on former Chairman Kang, who was indicted and arrested for the charges of accounting fraud worth 2.3 trillion won (2.26 billion U.S. dollars), business malpractice worth 284.1 billion won (279 million dollars) of funds from group affiliates, and embezzlement of company funds worth 55.7 billion won (54.7 million dollars). Kang's attorney only admitted to his charges of unjustified financial assistance to group affiliates, but denied all other charges. “Former Chairman Kang never instructed accounting fraud and nor was aware that accounting fraud was committed,” the attorney said. “He tried to revive the company, rather than seeking to achieve personal gains.” Kang was indicted and arrested on May 8 this year for using most of company funds he embezzled from March 2011 to April 2013 to repay his personal debts and secure managerial control, and used funds from group affiliates to provide financial assistance to STX Engineering & Construction and STX ForceTEC. He is also suspected of committing accounting fraud worth 2.32 trillion won (2.283 billion dollars), making fraudulent loans worth 900 billion won (883 million dollars), and issuing corporate bonds worth 1.75 trillion won (1.72 billion dollars). **Source : The Dong-A-Ilbo**

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## **Budget leaves port high and dry**

disappointing budget for the Cochin Port Trust, which had sought, among other things, Rs. 400 crore towards the expenditure it had incurred on dredging for the Vallarpadam International Container Transshipment Terminal.

Kochi being a port that requires dredging operations throughout the year, there was also a petition for financial support to the Cochin Port Trust to acquire its own dredger. However, “it is basically a zero for the Cochin Port”, sources said on Thursday, pointing out that even the meagre Rs. 27.84 crore mentioned in the Union Budget was actually money that had already been spent. A memorandum sent to the Union government by employees’ trade unions at the end of last year had pointed out that dredging expenses had gone up from about Rs. 30 crore a year to Rs. 150 crore during the financial year 2013-14.

The cost is expected go further up to Rs. 222 crore during the current financial year. **Source : The Hindu**

## Englishtown ferry goes into drydock



The Englishtown ferry service will be out of service from Tuesday until Friday of next week, when one ferry replaces the other that is going into refit. At 9 a.m., Tuesday, the Torquil MacLean ferry will be prepared for towing to Pictou where it will undergo extensive upgrades and repairs. The Scotian ferry will replace the Torquil MacLean ferry Friday.

John Majchrowicz, manager of marine services for the province, expects the **Torquil MacLean** to be out of service for about 10 weeks. "It's a basic refit that we need to do every four years because of Transport Canada laws," said Majchrowicz, adding that while it's in for refit, other adjustments will be made at the same time.

Although just built in 2008, the ferry has had its share of problems. The refit was originally scheduled for last September but was delayed several times due to bad weather. "There's been a problem with the hull," said Majchrowicz. "We have a bang in the front of it. It's been there for about three, four years. And so I've gotten our naval architects to come up with another design to slope the ship more on the front on both ends so we don't have a problem with hitting this slip."

The current is so strong at the slip that if you're coming in, it can bang the front of the vessel, leading to damage.

"So what I'm doing is cropping out both ends of the ship and angling it down and I'm putting more reinforcement on the bottom because the other problem that we have there is the current is so strong coming through the narrow gap, it's like going through the centre of an hour glass over there. It brings a lot of rock up onto the slip so the ship is constantly scraping on it. So I'm putting a stronger plating on the bottom at both ends so I'll not have to worry about this." The engine will also be replaced. [Source : capebretonpost](#)

## Ferry Wenatchee leaving July 22 for week of unexpected repairs

BAINBRIDGE ISLAND — Unexpected repairs to the 202-car **Wenatchee** will force a weeklong boat shuffle beginning July 22. The stern tube, which the main propulsion shaft goes through to get to the propeller, needs to be repaired so the tube doesn't leak oil into Puget Sound. The plan now is to send the ferry to Vancouver, British Columbia, the closest place with an available dry dock that can handle a ship of that size. While the Wenatchee is out of service, vessels will be shifted throughout the system to try to maintain service levels, but there might be service reductions or smaller vessels on several routes. Specific service impacts will be announced next week. The Wenatchee had problems that caused it to miss round trips Thursday night and Friday morning. It returned to service but is being monitored closely. If an oil leak is found, the ferry will have to be removed from service immediately. [Source : Kitsap Sun](#).

## 16 new ports to boost coastal shipping, trade

The struggling Indian maritime industry, which hardly found mention in union budgets for so many years, can finally look forward to some "achhe din". Union Finance Minister Arun Jaitley had a bit for everything that makes up the maritime sector, namely ports, ship building, ship breaking, coastal shipping as well as chartering. For most in the industry, the biggest takeaway was Jaitley's announcement of awarding 16 new port projects this year, more importantly with a focus on hinterland connectivity. "At last, there is some recognition that lot needs to be done in ports sector. Building 16 new ports has created a huge potential for coastal shipping that can decongest the roads from the ever-increasing number of transport vehicles," said Raj Khalid, Mumbai-based infrastructure expert.

Rajiv Agarwal, managing director and CEO, Essar Ports, said, "The 16 new port projects and 37,880 crores investment for road infrastructure development will provide much required boost for transportation sector and connectivity." However, experts say that merely inviting private firms to build ports is not enough. "Once awarded the project, a developer wastes two years in just getting approvals. Government needs to do away with the myriad approvals and the retrograde land acquisition laws to speed up port development," said Suren Vakil, managing director, BMT Consultants India, a maritime consultancy firm. Anand Sharma, director, Mantrana Maritime Advisory Pvt Ltd, said,



"Having more ports will spur lot of port-related activities in the locations where they would come up. This would in itself have a big economic benefit." The budget has also given a reason for shipbreakers in Alang, the biggest graveyard for ships in Asia, to cheer. "The reduction in basic custom duty on ships imported for breaking to 2.5% from 5% will result in a saving of Rs 500 per tonne, which is significant," said Jivraj Patel, a ship breaker. Shipbuilding firms, which are in troubled waters due to low chartering rates and glut of vessels, also see a ray of hope in the comprehensive shipbuilding policy to be announced this year. "Ship builders import up to 70% of the components and lowering the import duty will be big boost. Also, the bank guarantee asked for by the customs department ought to be done away with," said Capt Gopal Jha, president of Bharati Shipyard. **Source : Times of India**

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## **Port of Oslo Has Chosen a New Operator for Sjursøya Container Terminal**

Port of Oslo has chosen the Turkish logistics and industrial company Yilport Holding as the new container terminal operator in Oslo. The company won a competition in which four other international companies were bidders. The new operator will take over the operation of the container traffic in the port of Oslo late 2014 or early 2015. The agreement has a term of 20 years, but an option is in place for a 10 year extension to this.

### **The operator**

Yilport Holding is part of the international family-run industrial and trade company Yildirim Group, which is based in Istanbul, Turkey. The company, established in 1963, is engaged in manufacturing and mining, trade, shipping, shipbuilding and port operations. The company has 8,000 employees. Yilport Holding operates two container terminals in Turkey and has a 50% stake in Malta Freeport Terminal. In 2014, they took over the operation of Gävle Container Terminal, one of the most effectively run container terminals in Sweden. - We have chosen the international company Yilport Holding because we believe that they are the best choice to operate and develop the largest and most modern container terminal in Norway. The Port of Oslo aims to be a competitive and efficient port for the future. Our goal is to receive twice as much cargo as we do today, in order to supply an ever-growing population in the Oslo area. Yilport Holding was selected based on both economic and commercial criteria, says Port Director Anne Sigrid Hamran.

The new company will lease space and cranes from the Port of Oslo. The operator will also hold employer responsibility for the crane operators, which until now have been employed by the Port Authority. The Port Authority Board decided on 24 October 2013 that the crane operators shall be transferred to the new terminal operator through a business transfer. When the operator gets a unified responsibility for all operations and the staff at the terminal, a more efficient and smooth operation of the terminal is expected. - The efficiency of terminals and their optimal organization are essential to ensure that more cargo is transported by sea. We anticipate that collaboration will be easier when terminal employees and crane operators have one employer only. This way of organizing the workforce at the terminal is considered to be vital for the competitiveness and effectiveness of the port. We acknowledge that obtaining a new employer can be experienced as an uncertain and challenging situation by our employees. We would like to stress that the new operator has a policy of hiring local terminal managers. Moreover, we have stressed in the negotiation process that the operator must comply with Norwegian law generally, not least Norwegian labour laws, says Anne Sigrid Hamran. The dock workers at Oslo loading- and unloading office are not covered by the agreement with the new operator. **Source : port of Oslo**

**[HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven](#)**

## EOC Limited: EOC Enters into Contract to Acquire New Accommodation and Support Vessel.

**EOC Limited** one of Asia's leading providers of offshore oil and gas development and production solutions, today announced that it would be adding a new accommodation and support vessel to its fleet..

EOC has entered into a memorandum of agreement to acquire a newbuild accommodation and support vessel, for a purchase price of US\$32.5 million. The vessel is designed to meet the classification requirements of the American Bureau of Shipping (ABS) and with modifications can accommodate up to 70 men. The vessel was built in Fujian Mawei Shipbuilding Ltd., a shipyard based in Fujian, China. In the past few months, the Group has announced contract wins for long-term charters, worth close to US\$170 million including options, for two of its accommodation barges – the Lewek Conqueror and the Lewek Chancellor. The addition of the newbuild accommodation and support vessel is in line with the Group's strategy to continue to grow its accommodation fleet and to focus on the growing offshore accommodation and support services market, especially in the Asia-Pacific region. **Source : EOC Limited**

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



the 1996 commissioned **Henry J. Kaiser-class** underway replenishment oiler **USNS LARAMIE T-AO 203** operated by the Military Sealift Command offshore Sicily on Friday 11th July, 2014. She was one of only three of the eighteen **Henry J. Kaiser-class** ships -- the other two being **USNS Patuxent (T-AO-201)** and **USNS Rappahannock (T-AO-204)** -- to be built with a double bottom in order to meet the requirements of the Oil Pollution Act of 1990.

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



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