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The SMIT CHEETAH operating in Rotterdam-Europoort – Photo : Jan Oosterboer ©

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The 2009 built PAN flag ferry **ZUMBI DOS PALMARES** at Bunkering Area 4, Malta on Friday 11th July, 2014. She's the former Greek built ferry **THEOLOGOS V** acquired together with **DORIVAL CAYMMI** formerly **PANAGIOTIS D** and currently on their way to Brazil. Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## **Dear Friends and Clients of ST Education & Training Pte Ltd (STET) and STET Maritime Pte Ltd,**

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We would also like to inform you that Mr Kelvin Chng Teow Hiang has been appointed as General Manager of ST Education & Training (STET) Pte Ltd on 1st Jan 2014 and Mr Andy Tan Kok Heng as General Manager, STET Maritime Pte Ltd with effect from 9 Jan 2014. Mr Michael Chen Gan Pin and CAPT Andre Khir are no longer under the employment of the company and they do not represent ST Education & Training (STET) Pte Ltd and STET Maritime Pte Ltd respectively. If there have been any cases of misrepresentation or if there are any clarifications regarding their status, please contact Mr Andy Tan at (65) 64776671 or email at [Tan.KokHeng@stet.com.sg](mailto:Tan.KokHeng@stet.com.sg).



The **TANTA T** spotted in Antwerp – Photo : Peter Hollands ©

## **\$100 million a day strike: Tugboat crews warn iron ore industry**

Tugboat crews, including deckhands paid more than some New York bankers, are threatening to disrupt shipments from the world's biggest iron ore port as they negotiate for increased wages and improved conditions. Australian iron ore miners may collectively lose about A\$100 million (\$93 million) a day as a result of stoppages at Port Hedland, according to BHP Billiton Ltd. (BHP), the world's largest mining company. The port exports about half of the nation's shipments, forecast to reach A\$76.5 billion in the year through June 2015, according to government forecasts.

"Any tightening of supply, particularly at current levels, could see an iron ore price reaction that might offset any short-term revenue losses," said Michael McCarthy, a chief strategist at CMC Markets in Sydney. "It's not an overwhelming negative." Iron ore sank last week to the lowest level in almost two months as a credit gauge in China plunged, adding to risks that demand will slow from the world's biggest buyer of the raw material. BHP said in May that its mining operations may start winding down after two days of any strike action because stocks at the port were reasonably high. The deckhands' union has approval for unlimited stoppages for periods between two hours and 12 hours, while two other unions will ballot engineers and tug masters to enable strikes for as much as two-days and one day respectively. Unions have discussed possible industrial action since March and, depending on the results of voting, rolling stoppages could stretch to November. The deckhands earn at least A\$137,000 a year, which can rise to about A\$211,000 with benefits and allowances, according to BHP. A junior banker on Wall Street typically makes a base salary in a range of \$70,000 to \$90,000, with bonuses bringing total pay to as much as \$140,000, according to New York-based compensation consultant Johnson Associates Inc. At the top end, Goldman Sachs Group Inc. awarded Chief Executive Officer Lloyd C. Blankfein at least \$23 million in 2013 compensation, according to an April filing. "A

threat to strike has been seen by others across the community as extraordinarily unreasonable," Deidre Willmott, chief executive officer of the Western Australia Chamber of Commerce and Industry said by phone from Perth. "The fact that most of these disputes are ultimately resolved through negotiations is cold comfort." Any strike action would likely have a short-term share market impact, said CMC's McCarthy, though he rates the chance of a strike as extremely low.

Deckhands typically work for at least 12 hours-a-day and spend four week stretches away from their families, said Will Tracey, the assistant secretary of the Western Australia branch of the Maritime Union of Australia. "They deserve to be paid well," Tracey said in a Aug. 14 e-mailed response to questions. "They also deserve to have annual leave, which they don't currently receive." Iron ore exports from Port Hedland advanced to a record 364.3 million tons in fiscal 2014, according to the Pilbara Ports Authority. Rio Tinto Group (RIO), the biggest iron-ore exporter after Brazil's Vale SA (VALE), makes shipments through Western Australia's Cape Lambert and Dampier ports.

Rio "may be a potential beneficiary if the strikes concerns were to escalate and have an impact on iron ore pricing" as it isn't directly affected by the Port Hedland disputes, Michael Bush, Melbourne-based head of credit research at National Australia Bank Ltd., said in an Aug. 7 note. Fortescue Metals Group Ltd., which also exports from Port Hedland, has said jobs among its 8,000-strong work force could be put in jeopardy as a result of any strikes. BHP advanced 1.4 percent to A\$39.68 at the close of trade in Sydney. Fortescue rose 2.2 percent to A\$4.62.

Tugboat engineers at Port Hedland earn a basic salary of A\$220,000 a year, and with allowances can command a total annual package of as much as A\$390,000, according to Teekay Shipping (Australia) Pty, which operates 14 tugs crewed by 166 staff under a contract with BHP. Masters, who pilot the tugs, are paid between A\$220,000 and about A\$322,000, BHP said. Talks between Teekay with all three unions over the disputes are progressing, BHP said today in an e-mailed statement. "We remain hopeful that new agreements will soon be reached," the producer said in the statement. Engineers will accept a wage increase in line with the consumer price index and are seeking changes to working patterns they say leave crews dangerously fatigued, said Henning Christiansen, the Australian Institute of Marine and Power Engineers' federal secretary. The union's intention is to "shine a spotlight on the dangerous hours of work that BHP" and Teekay require of tug crews, he said in an e-mail. The Australian Maritime Officers Union, which represents the tugboat masters, didn't respond to three phone calls seeking comment. "Labor in that region has been able to price itself, more or less, given tight labor market conditions over the past few years," Tim Schroeders, a Melbourne-based portfolio manager who helps manage \$1 billion in equities, including BHP shares, at Pengana Capital Ltd., said today in an interview with Angie Lau on Bloomberg Television's "First Up." "It is a difficult environment. There's room to move for both parties." **Source : smh**

## **Sleeping man who fell into the Thames is rescued by lifeboat crew**

A man who lay down on a river wall for a late-night nap had to be rescued from the Thames after falling into the



water - but somehow escaped without serious injuries. The hapless victim was left stranded on the north bank of the river close to HMS President 1918 after the dramatic plunge. A lifeboat crew was called to the scene near Blackfriars Bridge in the early hours of Saturday morning. Helmsman Kevin Maynard from the RNLI's Tower station said the man had managed to pull himself out of the water on to land before they arrived. He said: "We quickly located the man who told us he had laid down on the embankment wall and must have fallen asleep

because the next thing he knew, he was falling through the air." He added: "We took him back to Tower lifeboat station, next to Waterloo bridge, where we handed him into the care of the London Ambulance Service." In posts on its official Twitter account, Tower RNLI said: "Last night we were called to a man who had fallen into the river after having to much to drink, laying on the river wall & falling asleep. "Thankfully we rescued the man and cared for him until Ldn\_Ambulance arrived." Lifeboat chiefs are warning people not to sleep on the river wall's following the incident. Janet Kelly, Tower lifeboat station manager, said: "We would really urge people to take care in and around the River Thames. It can be enjoyed safely as long as people treat it with respect and I would certainly advise people not to fall asleep on the river wall." Record numbers of Londoners were rescued from the Thames by lifeboat crews last year.

Almost 400 people were saved, including inexperienced sailors rescued from boats and people who fell in from bridges and the foreshore. Source : standard

## Box alliance bears fruit



Evergreens **THALASSA MANA** arriving in Rotterdam-Europoort – Photo : Kees Torn ©

Participation in the CKYHE alliance since March has had an immediate positive effect on Evergreen Marine, as shown in its second quarter result. TradeWinds reported last week that the company returned to profit and managed to cut operating costs. The Taiwanese carrier posted net income of TWD 150.2m (\$5m) while operating costs went down to TWD 33bn, from last year's TWD 36bn. An Evergreen spokesman said: "By joining CKYHE alliance in the Far East-Europe trade and enhancing service cooperation in other markets, we are able to increase service frequencies, add more direct service to our network and cut transshipment costs." When Evergreen joined forces with Cosco, K Line, Yang Ming and Hanjin Shipping, it marked the first radical change in the CKYH alliance in more than a decade. The Taiwanese liner operator expects that given the more healthy market conditions in the third quarter, the financial outcome will be even better. Source : Tradewinds

## Van Voorden Castings extended leading position in shipbuilding industry

**Van Voorden Castings** is the largest Dutch propeller foundry with over 100 years of experience in nickel-aluminium-bronze propellers. Its leading position in shipbuilding industry is now extended with the specialization in stainless-steel-propellers. The increasing offshore activities in arctic environments cause a growing demand in ice-class propellers and especially in stainless steel propellers. For **van Voorden Castings** this development is where over 100 years of know-how in propeller design, experience in extremely high temperature casting and craftsmanship in high grade finishing come together. To customer demand, Van Voorden's propellers can be designed as monoblock propeller or as a build-up fixed pitch system, both in nickel-aluminium-bronze and in stainless steel. The material properties of the stainless steel qualities that are used at our foundry are better suited for extreme arctic conditions than traditional nickel-aluminium-bronze. It enables **Van Voorden** to design lighter and consequently more efficient propellers. In order to push propulsion efficiency to the limit, both monoblock- and build-up propellers can be designed in combination with Van Voorden's Superior® Nozzle. Whether the application is through direct- or thruster propulsion, Van Voorden Castings feels comfortable with the extreme sailing conditions in arctic environment.



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### Stainless steel monoblock propeller

At the **SMM Hamburg** (9-12 September 2014) **Van Voorden** will exhibit a stainless steel monoblock propeller. Visit **Van Voorden** at the SMM in Hall A4, stand number 324, and experience the new standard in stainless steel propellers. Read all about Van Voorden on: [www.vanvoorden.nl](http://www.vanvoorden.nl)

**Van Voorden Castings**, an operating company of **Andus Group**, is a modern Dutch foundry specialised in casting (stainless)steel, iron and bronze. Engineering, casting facilities and machine shop are located in Zaltbommel for over 100 years. The worldwide customer base for undermentioned products belong to the top of the shipbuilding, dredging, mining and offshore industry.



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The bulker **LA GUIMORAIS** in the Otago harbour to load logs. **Photo : Ross Walker ©**

## Tourism buoyed by ferry bookings

A BOOST in forward bookings for **Spirit of Tasmania** fares bodes well for tourist operators, according to the state's peak tourism body. Infrastructure Minister Rene Hidding yesterday told State Parliament that passenger sales had risen by more than 9 per cent since last year, and day sailings were up by 20 per cent. Forward bookings for August to November this year have risen by 10 per cent. Tourism Industry Council of Tasmania chief executive Luke Martin said the figures were "really exciting". "The more people who come by sea the more likely they are going to get into regional areas, and they stay longer," Mr Martin said. Mr Martin said visitors who came by sea spent on average \$1000 more and stayed twice as long as those who came by plane. He said it was critically important that TT-Line, the company that operates the Spirit of Tasmania ferries, kept pace with low-cost airlines. "The challenge for TT-Line in that market is to continue to be an attractive option, and these results are really encouraging," he said.

Mr Martin said the rise in forward bookings gave tourism operators an indication of how the summer season would shape up. "That really bodes well for a strong summer," Mr Martin said. TT-Line chose not to raise fares in line with a CPI increase for the next 12 months. Mr Hidding said this came on top of a slight price fall from July 1 due to the removal of the carbon tax. Opposition Leader Bryan Green said Mr Hidding was claiming credit for the positive figures but had made no changes to the operation of TT-Line. Mr Green said the government should detail what discussions it

has had with TT-Line about its election promise to reduce fares by 20 per cent. "The government must prove it is fair dinkum about cutting fares and that its promise was not just about winning votes," Mr Green said. Source : examiner



The **SPiRiT OF TASMANIA I** passing the **SPiRiT OF SINGAPORE**  
Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©

## Container shipping rise bodes well for world trade

**A.P. Moller-Maersk**, a shipping company that investors monitor as a bellwether for world trade, lifted Tuesday its full-year earnings outlook after reporting that its second-quarter profits nearly tripled. The Danish group said earnings were boosted by higher freight volumes, a positive sign for global growth even as China's economic activity is slowing and Europe's is stagnant.

CEO Nils S. Andersen noted the results were "achieved in challenging markets" and helped by cost cuts and a profit on the sale of a majority stake in the company's retail business. Net profit jumped to \$2.3 billion in the three-month period that ended June 30, from \$856 million in the year-earlier period. Revenues rose to \$12 billion from \$11 billion a year earlier. The Copenhagen-based group said it expects results for 2014 to be "significantly above" the 2013 results of \$3.8 billion. When not counting one-time gains or charges, it expects profit to be \$4.5 billion, up from expectations of \$4 billion. Amid the improving results, the company decided to launch a structured share buy-back program of up to 5.6 billion kroner (\$1 billion) to be carried out over a 12-month period. Shares in Maersk jumped nearly 5 percent in early trading in Copenhagen to 13,590 kroner. In June, Maersk saw a plan to create an alliance of the world's three biggest container shipping operators blocked by Chinese authorities. U.S. and European authorities had okayed an independently operated network with 255 vessels to start in late 2014. Source: Associated Press

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## Greenpeace trailing survey ship in Barents Sea



Advocacy group Greenpeace says protest vessel **ESPERANZA** is monitoring a preliminary exploration campaign in the Barents Sea out of concern for arctic life. Greenpeace says it's concerned by the decision from the Norwegian government to give consent to seismic survey company Dolphin Geophysical to conduct work in the Barents Sea.

Seismic surveys are an early step in oil exploration and give energy companies a better understanding of the reserve potential in a given area. Greenpeace said some of the sound blasts used during seismic surveys may be louder than a nuclear bomb detonation. This, in turn, could pose a significant threat to life in the arctic areas of the Barents Sea.

Sune Scheller, a Greenpeace campaigner on board the **ESPERANZA** said that while there are restrictions on oil operations in the far northern regions of the Barents Sea, the seismic campaign may be a sign of trouble ahead.

"It's a step in the wrong direction, in so many ways," he said in a statement. Greenpeace activists were arrested earlier this year for their protest against Norwegian energy company Statoil and Russia's Gazprom. When Statoil said one of its programs failed to uncover commercial reserves of oil or natural gas, Greenpeace said it shows companies shouldn't have been working in arctic waters in the first place. **Source : upi.com**



The **SEA LYNX** with the **WAGENBORG BARGE 9** arriving in the Bijleveld harbour in Vlissingen as seen from the **STANISLAV YUDIN** Photo : Arthur Feenstra ©

## Terminals and shipping offset Brazil oil losses at Maersk Group

AP Moller - Maersk's profits increased almost four-fold in the second quarter to \$2.2bn compared to the previous year's \$804m result, despite a hefty \$1.7bn impairment on its Brazilian oil assets. The quarter's results were inflated by a \$2.8bn gain on the sale of the group's majority stake in a Danish Supermarket group, a gain that was offset by \$1.7bn in impairments from Brazilian oil assets that came in significantly under expectations. The group's underlying profit was \$1.3bn. Maersk Oil is expected to lose \$700m in the full year 2014 after a \$1.4bn loss in Q2, despite increased entitlement production and an oil price above expectations. Group revenues at Maersk rose 2.2% in the second quarter to \$11.9bn from \$11.6bn. For the first half, revenues were up by 1.5% at \$23.6bn and profits rose 127% to \$3.4bn from \$1.4bn. Maersk Line enjoyed a strong second quarter, contributing to a \$1bn profit for the first half of the year.





The **MAERSK CATHERINE** outbound from Amsterdam – Photo Joop Marechal ©

Profit at APM Terminals was up 24.5% from \$179m to \$223m for the quarter, with volumes up by 8% to 9.8m teu. New terminals contributed 2% of the volume growth. During the second quarter APM Terminals agreed to sell APM Terminals Virginia. The sale its Portsmouth, USA operation, which APM Terminals owns outright, should be completed in the third quarter. For its "Services and Other Shipping" pillar, which includes Maersk Supply Service, Svitzer, Maersk Tankers and Damco, a profit of \$30m was reported, up from a \$200m loss in the same period last year where VLCC impairments of \$230m related to Maersk Tankers were recorded. Revenues fell slightly from \$1.58bn to \$1.45bn.

Lower rates in the tanker sector and a smaller fleet meant Maersk Tankers' revenues were down 29% from \$887m to \$623m for the first half of the year, but with a \$26m profit compared to a \$289m loss in in the first half of 2013. Profits at Maersk Supply Service were hit by drydocking projects and a challenging spot market. A \$57m loss for the first half was 35% down on H1 2013's \$88m profit. Hopes for a strong second quarter in the North Sea market were never realised as rates remained largely in line with 2013 and new AHTS vessels arriving in the region offset the departure of others for seasonal work. Towage and salvage outfit Svitzer felt the strain of competition in some of its harbour towage operations, more than offset by a boost in salvage operations leading to a \$53m increase in revenues for the half to \$429m. Tighter margins for salvage work and a decrease in harbour towage work led to a \$5m drop in profit for the quarter to \$65m. The expansion and maintenance of Maersk Drilling's fleet led to a dip in profit from \$150m to \$117m. Three rigs underwent planned maintenance in the quarter, totalling 102 days. Revenues fell from \$512 to \$465m for the quarter. Overall Maersk is expecting a significant improvement on 2013's \$3.8bn result, with a strong performance from Maersk Line and APM Terminals expected to offset a loss at Maersk Oil, lower profit at Maersk Drilling and as similar result from the Services and Other Shipping segment. The group forecasts a \$4.5bn underlying profit, compared to a \$3.6bn underlying profit recorded in 2013. Source : Seatrade Global



## China vessel attacks Vietnamese boat, stealing assets off Hoang Sa: boat owner

The owner of a fishing boat in the central Vietnamese province of Quang Ngai on Sunday reported to authorities that a Chinese vessel attacked his boat and took away properties on board while his watercraft was operating in Vietnamese waters last week. The attack occurred at 8:00 am on August 15 when fishing boat QNg96697 TS with 13 fishermen aboard was catching fish off Cay Dua Island, part of Vietnam's Hoang Sa (Paracel) archipelago, the boat owner Le Khoi

told Quang Ngai's Ly Son Island border guard station yesterday. At that time, Chinese vessel #46101 came from nowhere, approached the fishing boat, and then launched two speedboats with 17 people on board to get close to the Vietnamese boat, Khoi said. These Chinese got on the fishing boat, threatened the crew members, and used hammers and cudgels to smash all the glass windows, destroy three basket boats, and cut off all the air hoses, according to the Vietnamese man. They took away a positioning machine, two Icoms, two fish finders, 3,000 liters of oil, and four metric tons of tuna, he said. At 2:00 pm the same day, another Vietnamese fishing boat of the central Vietnamese city of Da Nang found Khoi's boat and Khoi had it send a brief report about the incident to the mainland. The boat owner and his crew members returned to Ly Son along with their boat on August 16. Nguyen Quoc Chinh, chairman of the Fisheries Association of An Hai Commune, where Khoi resides, said that the agency has reported the attack to the People's Committee of Ly Son Island and other competent agencies for investigation. Many similar attacks occurred during the time when China illegally deployed the Haiyang Shiyou 981 oil rig along with more than 100 escorting ships to Vietnamese waters from May 1 to July 16 this year, the Vietnam Fisheries Resources Surveillance Department said.

One of those cases happened off Hoang Sa's Linh Con Island on May 7, when a Vietnamese fishing boat, QNg 96416, with 16 fishermen on board was assaulted by Chinese vessel #1241. The foreign ship fired its water cannon at the local vessel and threw hammers, bolts, and bottles at it. The Chinese vessel also fired tracers at the Vietnamese ship and used tools to destroy the local boat's communication and navigation system. Total damages were estimated at VND890 million (US\$42,000). Another standoff was reported at 4:00 pm on May 26, when Chinese fishing boat #11209 crashed purposely into Vietnamese fishing ship DNa 90152, from the central city of Da Nang, with 10 fishermen on board. The hard hit sank the local ship, and some Vietnamese fishing boats operating nearby managed to save all the 10 crew members. **Source : tuoitrenews**



20-08-2014 : The **PACIFIC POPPY** IMO 9514171, 2011/56326gt, in to Melbourne anchorage off Portsea, sister to Pacific Nanny! **Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©**

## Nieuwe website Netherlands Maritime Technology live

Afgelopen voorjaar is **Netherlands Maritime Technology** gelanceerd. Nu is de nieuwe site [www.maritimetechnology.nl](http://www.maritimetechnology.nl) online. Deze laat duidelijk zien wie de Nederlandse technologische maakindustrie is en waar Netherlands Maritime Technology voor staat en wat ze allemaal doet.

### **Database Nederlandse maritieme technologie**

[www.maritimetechnology.nl](http://www.maritimetechnology.nl) is de portal voor de Nederlandse maritieme technologie. Het vinden van bedrijven, producten of diensten in de bedrijvengids is met de komst van de nieuwe website vereenvoudigd. Zowel op de site, die ook via een mobiel of tablet te raadplegen is, als via zoekmachines kunt u de aangesloten bedrijven beter vinden. Via de wekelijkse nieuwsbrief van Netherlands Maritime Technology raakt u op de hoogte van het laatste nieuws uit de sector.

### **Netherlands Maritime Technology**

Op de nieuwe website kunt u lezen waar **Netherlands Maritime Technology** voor staat, welke activiteiten er georganiseerd worden en wat er bereikt is. Eén van de speerpunten is het behartigen van de belangen van de leden. Actuele zaken die grote impact kunnen hebben op ondernemingen worden aangepakt. Al deze zaken zijn onder Standpunten uitgelegd. Daarnaast biedt **Netherlands Maritime Technology** professionele ondersteuning bij projecten en voert zij onafhankelijke onderzoeken uit. Onder Projecten zijn al deze activiteiten uiteen gezet. De andere activiteiten van de brancheorganisatie, zoals beurzen, trainingen, seminars en netwerkevenementen staan in de Kalender.

### Thema's

Netherlands Maritime Technology richt zich specifiek op de drie thema's Trade, Innovation en Human Capital. De nieuwe website biedt de mogelijkheid om alleen content te zien van één van deze pijlers. Op elke pagina kan er gefilterd worden op thema.

### Beoordeel de site

Bij een nieuwe website kan het voorkomen dat u iets tegenkomt wat nog niet helemaal klopt. Daarom is de knop 'Beoordeel deze pagina' geplaatst om fouten te melden of om tips te geven. Deze knop vindt u aan de rechterzijde op elke pagina. Samen met u kunnen we de website verder optimaliseren. Uw feedback wordt zeer op prijs gesteld.



The banner features the SEMCO logo (a red shield with 'SEMCO' in white) and the SOSRC logo (a circular emblem with 'OIL & CHEMICAL SPILL RESPONSE SPECIALISTS' and 'SOSRC' in the center). The text 'Marine Salvage and Oil Spill Response' is prominently displayed in white on a black background. To the left, there are two small images of ships at sea. To the right, there is an image of a person in a yellow protective suit working on a ship's deck. Below the main text, a yellow bar contains contact information: 'SEMCO Salvage and towage / SOSRC oil spill response T +65 6265 6917 (24hr hotline) E posh.er@paccoffshore.com.sg www.posh.com.sg'.



Vroon's livestock carrier **HOLSTEIN EXPRESS** passing Southbound through the Bosphorus on 7th August 2014, whilst on a voyage from Varna to Wilmington, USA. She had previously undergone a refit and upgrade at Varna to comply with requirements for Irish trading. **Photo : Chris Brooks [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

## Newhaven Lifeboat crew at the ready 24 hours a day, seven days a week



Newhaven Lifeboat volunteers were called out four times in four days last week. Crew were tasked to a person who went over cliffs at Birling Gap on Wednesday August 13 and at 1am on Thursday August 14 they were paged by Solent Coastguards after a woman was spotted in the River Ouse near Newhaven Swing Bridge. The lifeboat was ready with two crew members in dry suits when the woman was reported safely out of the water, so the crew were stood down.

Then the volunteers were tasked to recover a body from the base of the cliffs at Belle Tout on Friday August 15 at 11.30am. The deceased

person was passed into the care of HM Coastguards at 2pm. And on Saturday August 16 the lifeboat was launched at 2.55pm to a 28ft motor cruiser with engine problems. The vessel was quickly located and a tow was established. The boat was then safely towed into Newhaven Harbour. Newhaven lifeboat coxswain Paul Legendre said: "The station has had a busy few days. But our volunteer crew are prepared and ready to respond to any emergencies 24 hours a day 7 days a week during this important holiday period."

**JONG HAVENVERENIGING ROTTERDAM  
PRESENTEERT:**

# **RTM PORT PARTY 2014 6TH EDITION!**



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# **SAVE THE DATE!**



The 1989 built UAE super yacht **DUBAWI** entering Grand Harbour, Malta on Friday 25th July, 2014 for the first time. She's the former cruise liner **RENAISSANCE**, **THE MERCURY** and **LEISURE WORLD 1** and belongs to the Crown Prince of Dubai Sheikh Hamdan Bin Mohammed Al Maktoum.

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

## Petrodollars: China builds up its oil tanker fleet

Everyone talks about Chinese demand for oil. But the Chinese are also increasing their demand for the ships that move that oil around. James Bourne looks at the trend in this week's Oilgram News column, Petrodollars. China is currently importing about 6 million b/d crude, and the vast majority of that arrives by sea. Chinese companies currently own about 70 very large crude carriers out of a total global VLCC fleet of 633 units, or about 11% of the world's working supertankers. In addition, Chinese firms currently have about 27 new tankers on order at shipyards, or about one-third of the current global orderbook. But that is not nearly enough for Beijing.

In June, China Shipping Tanker Co announced plans to build up to four new VLCCs and at the start of this year privately owned Shandong-based Landbridge Group ordered three new VLCCs, due to be ready by 2016. State owned Sinopec has said that China's four state owned tanker companies shipped 47% of the crude imported to China last year, while recent estimates suggest 50-60% of the country's oil imports now arrive on Chinese tonnage. However, while growing fast, this still compares unfavorably with Japan, which moves almost 90% of its 3 million b/d-plus crude imports on domestically-owned tankers. Until more ships are built or bought by Chinese firms, the remainder of China's oil imports still have to be carried on foreign ships chartered on the open market. An April report by Poten & Partners calculated that China's spot tanker demand accounted for the equivalent of the full utilization of 150 very large crude carriers in 2013, or 23% of the world's fleet of VLCCs, up from 66 in 2009. State oil company Sinopec's trading arm Unipecc is reportedly the world's biggest spot charterer of VLCCs. For now, Unipecc and other Chinese state owned oil company charterers, several of which have Western-sounding names such as Blue Light (Sinochem) or Glasford (PetroChina), still have to charter ships on the spot market. But the Chinese government wants that to become less and less necessary as the domestic supertanker fleet grows, according to Ralph Leszczynski, Singapore-based head of research at Italian shipbroker Bancosta. "There is the clear intention for the majority of Chinese oil imports in the future to be carried by Chinese-owned ships," he says. And Beijing dislikes spot market volatility. For example, VLCC rates on the Persian Gulf to China route were over \$11.40/mt August 13, up from just under \$10/mt, a week earlier.

The August 12 announcement of a new \$1.1 billion oil shipping venture between China Merchants Energy Shipping and Sinotrans & CSC gave some indication of the scale of these companies' existing holdings and their future ambitions.

China Merchants Energy said the new JV aims to establish one of the world's leading tanker fleets and will use purchases of secondhand ships, plus newbuilds to build an oil tanker fleet of "international scale," thus boosting the JV's competitiveness in the international market. By some estimates the new joint venture will be among the world's top three VLCC operators. China Merchants will hold 51% of the joint venture and will put its nine existing VLCCs, plus 10 VLCCs currently on order, into the new company. The deal excludes its seven Aframax tankers and its growing LNG fleet. Sinotrans & CSC is primarily a dry bulk and container shipping company and will not contribute the 19 VLCCs owned by its subsidiary Nanjing Tanker. Those vessels are mostly mortgaged to banks or collateralized for outstanding

loans. In April the firm delisted from the Shanghai stock exchange after posting losses for four straight years, making it the first Chinese state controlled company to be delisted from the bourse. Nanjing Tanker's woes could explain the rationale for the JV, as Beijing tries to stem state shipowners' mounting losses by forcing more consolidation in the sector. With oil trade slowing down in the developed world, China and India will account for the bulk of oil trade growth. Given China's investments in VLCC's it is not a difficult to see who the losers in this race will be. "This is certainly bad news for established independent owners such as the Japanese (MOL, NYK) and Greeks (such as Anagel) as they will be left fighting for the spoils of the shrinking OECD-countries import volumes. And this in the context when the tanker shipping market is already suffering from heavy overcapacity and very low returns for shipowners," reasons Bancosta's Leszczynski. The one caveat to his prediction on impending dominance of its VLCC market, Leszczynski said, was that China's oil industry may open up in similar ways as it has with its coal, power sector or steel industry that are "less regulated and more open to private and international competition (also on the shipping side)." **Source: Platts**

## **From the hell of captivity into the hell of release...Solidarity with Piracy Survivors.**

**Dear Seafarers and other caring people,**

I would like to do an appeal on you to show real solidarity with survivors of piracy. Most survivors have been rehabilitated and many are working at sea again. However there are a few who need financial support. They have



been abandoned by their ship-owners and manning agents. After their release they still have no income or job. They went from the hell of captivity into the hell of release and their family life is at great danger. Some were captured for more than 1000 days.

The **Maritime Piracy Humanitarian Response Programme** cares for them by supporting their children to go to school, by paying them to get certificates to be employed. We also pay their medical bills and support them basically to live a normal life. Think about seafarers of the **ICEBERG I** and the **ALBEDO**. And please do not forget the families in India and Sri Lanka who have to overcome their mourning because their loved-ones are reported as missing or dead.

Still 37 seafarers are being captured in Somalia and they definitely need help after their release, which we hope will happen soon. Fortunately there are inspiring actions in the maritime world to donate money. For example the captain and crew of **MSC VANESSA** generously donated towards the noble cause

of supporting fellow seafarers in the time of need. But our emergency fund (**MPHRF**) is rapidly running out of money. We cannot leave the piracy survivors not cared for. Rehabilitation is the last thing the maritime community can do for them. Every amount of money is welcome. Be creative!! Raise money at events, ask your company about their Corporate Social Responsibility and seek other ways. Please contact [toonvandesande@mphrp.org](mailto:toonvandesande@mphrp.org) for more information and support if you want to show your solidarity. If you want to donate, mail [fund@mphrp.org](mailto:fund@mphrp.org) More information [www.mphrp.org](http://www.mphrp.org)

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## NETHERLANDS: Heineken, Bavaria hit by Port of Rotterdam congestion

Heineken said it is experiencing 'minor challenges' from the situation at the Port of Rotterdam Dutch brewers, Heineken and Bavaria, are continuing to see their export traffic delayed as a result of congestion issues at Europe's largest port, the Port of Rotterdam. The bottlenecks are mainly due to one of the site's main handling terminals undergoing an upgrade, which began around two months ago. A Heineken spokesperson told just-drinks today: "We're experiencing some minor challenges, but are working with our logistics partners to find alternative options and solutions such as making additional use of the Port of Antwerp." The spokesperson declined to elaborate on the length of the delays and the volume of shipments that are being held up, or which markets are affected, but added: "The beer we export through Rotterdam and Antwerp is destined for international export markets." Bavaria revealed that its delays at the port concern deep-sea containers to be shipped to markets outside of Europe. "The delays are mainly three to four days, but with planning in advance from our side we try to decrease them as much as possible," a spokesperson said, adding that until now the impact had been "minimal". **Source : just-drinks**



The **MEKONG EXPRESS** with special delivery for the **Dutch beer brewer HEINEKEN** spotted many years ago in Indonesian Waters ☺ the 72 mtr long 1858 grt cargo vessel was built in 1962 at the Pacific Islands Shipbuilding Co. Ltd. in Hong Kong under hull No.: 442 and delivered as the **AWANUI** to the owner Mekong Trader in 1973 renamed in **BONAWIND**, followed by **WILD ROVER** in 1979 **CONCORD ANGEL** in 1982 and **MEKONG EXPRESS** in 1986, the "special delivery vessel " is equipped with 1 Derrick of 10 tonnes SWL, 1 Derrick of 5 tonnes SWL and 3 Derricks of 3 tonnes SWL and powered by an Industrie engine 6D8HD, 4 Stroke, Single Acting, In-Line (Vertical) 6 Cy. 400 x 600, of 883 kW (1,201 hp) built at **NV Motorenfabriek 'De Industrie' – Netherlands** according information the **MEKONG EXPRESS** is still going strong and in commission / service. **Photo : Piet Sinke © - CLICK on the photo to view the high resolution version ! (scanned old negative – sorry for the quality )**

## Michiel Hijmans

(commandant BD van de Navo vloot Indische ocean 2010-2011)

### neemt de leiding binnen Westmark ter ontwikkeling en op de markt brengen van niet-dodelijke anti-piraten middelen.

**Westmark BV**, onder andere bekend vanwege de **Maritime Security Alliance** en meer specifiek om zijn anti piraterij systeem "**P-Trap**", maakt met genoegen bekend dat vanaf 1 augustus commandeur (bd) **Michiel Hijmans** werkzaam is voor het bedrijf. **Hijmans** heeft 36 jaar als zee-officier bij de Koninklijke Marine gediend in diverse disciplines. Zijn laatste operationele taak was in 2010-2011 leiding geven aan het NAVO vlootverband dat belast was met de piraterij bestrijding in de Golf van Aden en de Indische Oceaan. De afgelopen twee jaar heeft hij voor het Ministerie van Defensie gewerkt bij de NAVO en de EU, momenteel heeft hij zijn eigen advies bedrijf Maritime & More Solutions. **Hijmans** gaat bij **Westmark** leiding geven aan het verder ontwikkelen en op de markt brengen van niet-dodelijke systemen voor koopvaardij- en vissersschepen tegen piraten en zeerovers.

### Singapore shipper Neptune Orient looks to sell logistics unit

**Singapore's Neptune Orient Lines Ltd** is looking to sell its **APL Logistics** division with the hope of fetching more than \$750 million, according to people familiar with the situation. Shipping and logistics company Neptune is comprised of two major divisions – **APL Logistics**, a global freight management and logistics business, and a separate container shipping business named APL. Neptune plans to launch a process in the fall to find a buyer for **APL Logistics** and has hired banks to assist with that effort, the sources said, asking not to be named. A representative for Neptune had no immediate comment. The logistics business had earnings before interest, taxes depreciation and amortization of \$74.5 million according to the division's 2013 financials. Neptune hopes to fetch between 10 and 12 times that amount in a potential sale, or between \$750 million and \$900 million, according to the people familiar with the matter. However, buyers are likely to value the business at closer to \$600 million, the sources said. Despite **APL Logistics'** positive performance in 2013, the parent company posted a net loss of \$76 million on \$8.8 billion of total revenue. The **APL Logistics** business accounted for 18 percent of Neptune's total 2013 revenue. Source: Reuters (Reporting by Soyoung Kim and Mike Stone, editing by G Crosse)



### Philippines to protest to Beijing over shipping activity in South China Sea

The Philippines said it would protest to China about what it called Beijing's increasing patrols in a disputed area of the South China Sea believed to hold rich oil and gas resources. Foreign relations department spokesman Charles Jose announced the protest a day after the airing of a television interview in which President Benigno Aquino raised the alarm over the Chinese vessels at Reed Bank. "The frequent passage of Chinese vessels in Recto Bank is not an innocent exercise of freedom of navigation but is actually done as part of a pattern of illegitimate sovereign patrol in



the Philippines' exclusive economic zone, pursuant to China's unilateral effort to change the status quo in the South China Sea," Jose said, referring to Reed Bank by its Filipino name. He said the latest disputed area was about 160km from the western Philippine island of Palawan, placing it well within the country's internationally recognised exclusive economic control zone. In contrast, Jose said the bank was 595 nautical miles to the south of Hainan island, which was the nearest Chinese territory. A day earlier, Aquino expressed concern at the presence of Chinese government ships in the disputed waters, questioning how far China intended to push its claims. In an interview with ABC-5 television network, transcripts of which were released by the presidential palace, Aquino said: "They want to claim what is ours. How far will we let this go? Are we going to be content to just tell them, 'OK, you can go this far'.

"What are they doing there? What studies are they doing? Hopefully this will not add to the tensions between the two of us." Defence spokesman Peter Paul Galvez said yesterday the ships were "hydrological research vessels" capable of mapping the ocean floor, adding they were first sighted in June but could remain at sea for over a month. Aquino joked that China eventually could claim all of the Philippines, citing the presence of Chinese migrants in Manila as early as the 16th century when the archipelago was a Spanish colony. **Source : South China morning post**

## **Danish Maritime Authority (DMA) has brought out new marketing material depicting their strong and open maritime cluster, focusing on quality shipping, health, safety and the environment.**

Together with stakeholders from Blue Denmark, the DMA has developed new, English language marketing material on Blue Denmark. It includes a profile brochure, an infographic film and a number of case sheets, all stressing the strengths of the Danish maritime cluster and the favourable Danish framework conditions. The film has a duration of 2 minutes and 34 seconds and introduces Blue Denmark. See the film and read the rest of the material on [www.bluedenmark.dk](http://www.bluedenmark.dk).

DMA informs that Denmark is one of the world's leading maritime nations. The maritime cluster brings together talent and pioneering expertise within shipping, offshore and maritime technology and services, as we constantly push the boundaries for commerce, competence and cooperation. They operate globally across industries, cultures and markets to find solutions to the challenges of the maritime world. Proud to be at the maritime core of Europe, we strive to provide a competitive and productive international business environment, and to set new standards for technological innovation and quality shipping. "The material draws a common picture of Blue Denmark, focusing on quality shipping. The material is intended to show that Denmark is an attractive country from which to do maritime business, with a strong and open maritime cluster. We hope that all players would like to use the material when they meet foreign stakeholders and companies", says Director General of the Danish Maritime Authority Andreas Nordseth. **Source : Marine Technology**

## **Asia-Europe spot rates plunge 10.7pc to US\$1,198/TEU for a second week**

SPOT rates for Asia to Northern Europe fell 10.7 per cent to US\$1,198 per TEU last week according to Shanghai Containerised Freight Index, Reuters reported. It was the second consecutive week of falling freight rates on the world's busiest route. Container freight rates have so far increased in 10 weeks this year but fallen in 23. Average rates for 2014 are \$1,278 per TEU compared with \$1,090 last year. The comprehensive index fell two per cent to \$1,172 per TEU, said the report. **Source : Asian Shipper**

## **Bumi Armada Bags \$1.18B FPSO Deal for Madura BD Field Offshore Indonesia**

Malaysia-based international offshore oilfield services provider, **Bumi Armada Berhad** announced that its wholly-owned subsidiary **Bumi Armada Offshore Holdings Limited (BAOHL)**, together with its joint venture company, **PT Armada Gema Nusantara\* (PT AGN)** (collectively, the Consortium), have been appointed as the Floating Production, Storage and Offloading Vessel (the FPSO) Lease Contractor for the Madura BD Field, approximately 40

miles (65 kilometers) east of Surabaya and about 10 miles (16 kilometers) south of Madura Island, offshore Indonesia via a Letter of Intent (LOI) issued by Husky-CNOOC Madura Limited\*\* (HCML). Pursuant to the LOI, the Consortium will supply a FPSO Vessel to HCML at a total contract value of \$1.18 billion (equivalent to approximately MYR 3.76 billion) for a fixed period of 10 years with options of 5 annual extensions worth an aggregate value of \$147 million (equivalent to approximately MYR 469 million), if the options are fully exercised by HCML, subject to terms and conditions of the contract, which is to be finalized and signed within 45 days of the date of the LOI of Aug. 8 subject to such extension to be mutually agreed between HCML and the Consortium. Executive Director and CEO of Bumi Armada, Hassan Basma said, "Indonesia has proven reserves of 3.9 billion barrels of oil and 141 trillion cubic feet of natural gas and we are excited to be a part of Indonesia's energy development. Our track record of delivering on time, within budget, safe and reliable FPSOs, was instrumental in securing this award." \*PT AGN is an Indonesian joint venture company of BAOHL and PT Gema Marine Services.

\*\*HCML is an oil & gas company based in Jakarta, with its operations offshore Madura Island located in the Madura Straits, offshore East Java, Indonesia. The shareholders of HCML are CNOOC Southeast Asia Limited, Husky Oil Madura Partnership and SMS Development Limited holding 40 percent, 40 percent and 20 percent in HCML respectively.

Source : rigzone



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## **Admiral Vladimírsky on Round-the-world Voyage**

On 18 August, the **Admiral Vladimírsky** oceanographic research ship of the Baltic Fleet will leave St. Petersburg and set sail on an unprecedented round-the-world voyage. "The Russian Navy, after more than 30 years, is returning to round-the-world voyages," said the head of navigation and oceanography of the Russian Ministry of Defence, captain of 1st rank, Sergey Travin. According to him, preparation of the training vessel is fully complete. The route of the ship will include the Baltic, North and Barents Seas, the waters of the Northern Sea Route, the Bering Sea, and northern part of the Pacific Ocean. The ship will pass through the Panama Canal into the Atlantic Ocean, cross it, pass through the English Channel, the North Sea, and the southern part of the Danish straits, and will complete the route on the Baltic Sea. "The most important stage of the round-the-world voyage will be the study of the Northern Sea Route," Travin said. "**Admiral Vladimírsky** will visit five Russian ports: Murmansk, Dixon, Tiksi, Pevek, and Petropavlovsk-Kamchatsky, as well as four foreign ports: Vancouver (Canada), Corinto (Nicaragua), Havana (Cuba), and Brest (France). The purpose of the round-the-world voyage is hydrographic, hydrological and mapping research, monitoring of currents, biological monitoring, and meteorological studies. Also, the ship has the objective of demonstrating the naval flag, surveying forms of relief of the bed topography, testing new radio navigation indicators in high latitudes, study of ice conditions and possibilities of sailing a single ship in the northern latitudes, clarification of navigation equipment and the location of the coastline of islands and seas of the Arctic Ocean." The last round-the-world sail by Navy vessels was the world Antarctic expedition in 1983. Source : Marine Technology

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## Lawyers recommend re-exporting of “sanctioned” cargoes from Russian ports

Goods from the list of Russia's response sanctions which are currently on board the ships in Russian seaports should be re-exported under Russian legislation. According to the recommendation given by Saint-Petersburg based law office Inmarine, this will let decrease the costs. “The Federal Customs Service gives no official instructions on further actions of shippers and cargo owners. Demurrage will cause arguments about force majeure circumstances so the efforts of all the parties involved should be focused on reduction of losses. Re-export and transportation of cargo to other countries for sale or storage seems to be the best solution. Since customs services control the country of origin it will be impossible to legally delivery such goods to Russia during the year-long period,” the statement of Inmarine says.

Practical experience shows that the ban or restriction of imports from certain states results in stricter customs control in respect of all goods from the list, regardless the country of origin. To ensure legality of import, customs inspections can become more frequent leading to delays in customs clearance or perishing of cargo, Inmarine experts say. **Source** : portNews

### NAVY NEWS

## Russia Considers Boosting Naval Readiness

Russian Defense Minister Sergei Shoigu confirmed Tuesday that Russia is considering a proposal to strengthen the Navy's operational readiness. “Russian Navy Commander Admiral Viktor Chirkov suggested making changes to the Navy Activity Plan by 202,” Shoigu said Tuesday, explaining that these “suggestions should provide for the reequipping of personnel with modern arms and military equipment, as well as raise the operation readiness of naval forces.”

The Russian defense minister confessed, “I won't hide the fact that this is pretty much due to the events of the law few months,” an apparent reference to the on-going crisis with Ukraine and resulting tensions with NATO.

The Russian Navy is already expecting the delivery of a new warship in the fall and several ships over the next three years to bolster its Black Sea Fleet off the Crimean coast. While Russia considers strengthening its Navy, NATO is considering its response to potential continued aggression. U.S. Air Force Gen. Phillip Breedlove, Supreme Allied Commander Europe, told German newspaper Die Welt that “We're going to look at ... specifically the NATO Response Force.” “In this new hybrid warfare, we see Russia applying all of the elements of national power in a coercive way to affect change in other sovereign nations.” “We're going to look at how to... be more prepared in a command and control stance to react to Article 5 defense,” Breedlove said, referring to the NATO Treaty's collective defense provision that authorizes military response to an armed attack against one or more NATO parties.

## Naval vessels returned to San Diego Thursday

San Diego-based naval vessels that took part in the search for the Malaysia Airlines passenger jet that went missing in March return home from separate seven-month deployments on Thursday, the Navy announced. Sailors aboard the guided-missile destroyers **USS Pinckney** and **USS Kidd** were conducting training missions in the South China Sea when the jumbo jet disappeared. Both ships sent their MH-60R Seahawk helicopters on search missions for the missing aircraft. “Lending support to our regional partners in a time of difficulty is what we do,” said Cmdr. Frank Okata, Pinckney's commanding officer. The choppers, based at Naval Air Station North Island, searched around 1,500 square miles per day, according to the Navy. “Our helicopters are an extension of the ship's capabilities and provided us with the best chance to find aircraft debris,” said Lt. j.g. Eric Bachtel, the Combat Information Center officer aboard the Kidd. The wreckage of Boeing 777, carrying 239 passengers and crew on a flight from Kuala Lumpur to Beijing, still hasn't been found. The Pinckney is named for Navy cook William Pinckney, who received a Navy cross for his daring rescue of a fellow crewman aboard the aircraft carrier USS Enterprise, when it was badly damaged in the Battle of Santa Cruz off the Solomon Islands during World War II. The Kidd is named for Rear Adm. Isaac Kidd, who was

among the 1,177 sailors who died aboard the battleship USS Arizona during the Japanese attack on Pearl Harbor.  
Source : kusunews

## 'Fast-track frigates to save jobs'

A PLAN to save Australia's ship building industry by bringing forward construction of eight potent new frigates for the Royal Australian Navy is being considered by the Abbott government. This option to bridge the so-called "valley of death" for shipbuilding would mean constructing sections of some of the new frigates when the hulls of the three air warfare destroyers (AWDs) are completed. Source : the Australian

## New UK Frigate Proposals Coming Together

**BAE Systems** is finishing proposals to build a new generation of frigates for the Royal Navy and has begun delivering details of the bid to the British Defence Ministry ahead of a decision expected by the end of the year, company officials said. The Royal Navy is looking to acquire 13 of the Type 26 frigates for a total of roughly £4 billion (US \$6.6 billion), with the first of the warships expected to be delivered starting late 2021 to provide what will eventually become the backbone of the fleet out to around 2060. The warships will replace the Royal Navy's aging Type 23 fleet. "Initial documents to support the business case for Type 26 have been submitted. The process is underway but not finalized yet. We expect that to be complete by the end of the summer," a BAE spokeswoman said.

BAE is concluding a four-year, £150 million assessment phase on the Type 26 this year and hopes to get the development and build phase approved in order to start cutting metal in 2016. The 6,000-ton Type 26 is primarily intended for anti-submarine warfare, but the design gives the Royal Navy the versatility that is essential given its small number of surface combatants — 13 Type 23 frigates and six Type 45 destroyers. "We are planning for a class of 13 ships, but this will be confirmed at the main investment decision, which is expected towards the end of 2014," an MoD spokeswoman said.

BAE's proposals are based on a 13-ship fleet, but Jeff Searle, the company's program director, told reporters on June 3 that he "expected a phased commitment" by the MoD. During a parliamentary debate in December, defense procurement minister Philip Dunne said there would be an initial order for eight Type 26s, but the MoD spokeswoman last week would not comment on whether that remained the case. Dunne told Defense News in a recent interview that getting the Type 26 build program under contract was one of his priorities ahead of the general election in May 2015.

That's a view BAE would echo, industry executives said. The Type 26 deal is one of several planned major defense equipment investments that the government is attempting to get approved ahead of the election, a strategic defense review and potentially further defense spending reductions all threatening to impact the sector next year. More immediately, though, is the question of exactly what effect, if any, an upcoming Scottish independence referendum vote might have on naval construction programs here. Opinion polls are showing a majority in favor of remaining part of the UK, but a "yes" vote on Sept. 18 can't be ruled out. Independence would likely seriously impact the timing of approval and number of hulls for a Type 26 program, which is slated to be built at BAE's surface warship yards in Glasgow, Scotland. The British government has consistently said Royal Navy warships have to be built in the UK.

That point was reiterated Aug. 12 when Britain's new Defence Secretary Michael Fallon announced that a £348 million deal with BAE for three ocean-going patrol vessels would continue in Scotland only if voters reject independence. "UK warships are only built in UK shipyards," Fallon said in a statement. The government options to build surface warships elsewhere appear somewhat limited. BAE is in the throes of closing its other UK surface warship yard at Portsmouth, southern England, as part of a major downsizing in build capacity. That leaves BAE's nuclear submarine building facility at Barrow-in-Furness and a small yard run by Babcock International as the only two operations working on naval orders south of the border.

Babcock's Appledore yard in southwest England is building the second of two 90-meter offshore patrol vessels ordered by the Irish Naval Service. BAE is proposing updating its Scottish shipbuilding capabilities, but that also depends on the outcome of the referendum. The favored option is a £200 million investment in the Scotstoun yard on the Clyde and closure of the nearby Govan facility, but a dual-yard approach is also on the table.

The BAE spokeswoman said a decision on the investment proposal is expected toward the end of the year, with the update work beginning next year. The first of the new 90-meter patrol vessels will be delivered to the Royal Navy in 2017, with all three warships handed over by the end of 2018. The warships are destined to undertake operations in home waters as well as globally in roles conducted by frigates and other larger vessels such as anti-piracy,

counterterrorism and anti-smuggling. The intent to purchase the warships was announced by the British government in November. In part, the patrol vessels are being constructed to fill the gap in work between completion of two aircraft carriers now being built for the Royal Navy and the start of the Type 26 program.

Under an earlier business agreement with BAE, the government would have had to pay for shipyard workers to effectively sit around doing nothing until the Type 26 program gathered construction momentum later in the decade.

The future of the three relatively new River-class offshore patrol vessels that the new patrol warships will replace will be decided by next year's strategic defense and security review. Larger than the River-class vessels deployed by the Royal Navy for fisheries protection and other duties in home waters, the new warships will be capable of landing AgustaWestland's Merlin helicopters and have more room for embarking personnel. BAE said the new warships, adapted from a design already in service with the Brazilian and Thai navies, will have a range of 5,500 nautical miles, be globally deployable and capable of ocean patrol.

## SHIPYARD NEWS



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## Nakilat takes delivery of two mooring boats to boost its towage unit



One of the two mooring boats acquired by Nakilat. The vessels will work on a long-term charter to Qatar Petroleum and will be part of the growing fleet of NSW vessels in the Port of Ras Laffan. Nakilat has taken delivery of two 16m mooring boats built by **Nakilat Damen Shipyards Qatar (NDSQ)** for towage operator **Nakilat SvitserWijsmuller (NSW)**.

The two **Stan Tug 1606 mooring boats — Ras Al Allaj Qatar and Al Esaiwed** — are the first of a seven-vessel order that NDSQ is currently working on for NSW, a Nakilat spokesman said in a communique to Qatar Stock Exchange. The vessels will work on a long-term charter to Qatar Petroleum and will be part of the growing fleet of NSW vessels in the Port of Ras Laffan. NSW already operates a fleet of 25 vessels at Ras Laffan and a further five vessels at Halul Island, performing about 12,500 tug jobs per year in the Port of Ras Laffan. NDSQ is a joint venture between **Nakilat** and **Dutch shipbuilder Damen** and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminium and fibber reinforced plastic, up to 170m in length. NSW is owned 70% by Nakilat and 30% by Svitser Middle East Ltd. The vessels operated by NSW include tug boats, pilot

boats, line boats and crew boats. NSW offers a range of services including towing, escorting, berthing, pilot support, line handling services afloat and ashore, emergency response, and marine maintenance support. **Source : Gulf Times**

## **Japan falls in terms of global shipyard sales rankings**

### **Fincantieri ranked up to World's 4th position after M&A**

According to global shipbuilding and offshore business sales (converted to yen) rankings for fiscal 2013 compiled by Kaiji Press (KP), there was a strong polarization of results, with general commercial ship business exhibiting a drop in revenue, while offshore structure construction business saw an increase in income. While dedicated shipyards around the world saw an overall drop in earnings, shipyards with high ratios of offshore-related businesses, including Daewoo Shipbuilding & Marine Engineering (DSME), Samsung Heavy Industries (SHI) and Mitsui Engineering & Shipbuilding (MES), managed to maintain positive growth for earnings. Italy's Fincantieri, which acquired an offshore shipyard, leaped to fourth place in terms of global sales rankings. Japanese shipyards, which have high ratios of shipbuilding operations, saw significant drops in income, with all companies dropping in ranking. Of the world's shipyards whose core operations consist of newbuilding construction of general commercial ships and other vessels, KP compiled sales data for fiscal 2013 for 49 major shipyards that had revealed their business results. For companies that also engage in other businesses, such as machinery/equipment for on-land use, we extracted sales for their shipbuilding and offshore operations, and used overall sales for the entire company for yards dedicated to shipbuilding. Overall, there was a trend of diminishing sales due to factors such as decreased operations, suppressed construction volume and drops in ship prices. Meanwhile, shipyards in South Korea and Europe whose core operations focus on offshore structures and service vessels were able to ride the tailwind from the offshore development boom, resulting in an increase in sales. Shipyards in Japan and China, which are essentially dedicated to shipbuilding, saw significant decreases in revenue. Additionally, rankings were based on sales converted into yen, meaning that yen depreciation resulted in a drop in ranking for Japanese yards overall.

A breakdown of the top 10 companies includes four South Korean yards, three Japanese yards, one European yard and two Chinese yards. Compared to the previous year, there was one fewer Japanese yard and one more Chinese yard.

The top three remained unchanged, with all three spots taken by major South Korean yards. In the case of Hyundai Heavy Industries, in the top spot, while its sluggish shipbuilding operations resulted a drop in revenue, it was able to maintain a sales scale of Y2 trillion for its shipbuilding and offshore divisions when combined with group yards Hyundai Mipo Dockyard and Hyundai Samho Heavy Industries. DSME and SHI exchanged rankings once again, with a 12% increase in revenue for DSME, mostly from its offshore operations, putting it above SHI and allowing it to place second for the first time in two years. Fincantieri managed to vault ahead and take the fourth spot from STX Offshore & Shipbuilding, which had held the position up until last year. The purchase of offshore ship construction group Vard (formerly STX OSV) from STX significantly boosted its sales, allowing it to make a comeback and take fourth place for the first time in eight years. In fifth was Imabari Shipbuilding as was last year. While it saw a slight decrease in revenue due to diminished operations, it managed to hold onto its fifth place. MES managed to boost its ranking and take sixth place. It saw an increase in sales thanks to the significant increase in sales of group company MODEC, Inc., boosting it above Japan Marine United (JMU).

In seventh was STX Offshore & Shipbuilding, which saw its sales figures drop by half due to the disposal of its overseas yards and business downsizing. This year, it is expected to shrink its sales even further through the further disposal of operations. In eighth was JMU, which took sixth last year. Diminished operations resulted in a decrease in revenue of 15% and a drop in ranking. In addition, Tsuneishi Shipbuilding fell to 12th place due to decreased construction volume despite having ranked in the top 10 until the previous year. Instead, two Chinese state-run companies took the ninth and 10th place this year. Dalian Shipbuilding Industry Company (DSIC), the largest subsidiary of China Shipbuilding Industry Corporation (CSIC), ranked ninth this year, while Shanghai Waigaoqiao Shipbuilding, the largest shipyard under China State Shipbuilding Corporation (CSSC), took 10th place. Both companies, however, saw a drop in sales compared to the previous year. As seen in the attached table, the number of shipyards whose total sales (converted to yen) cleared Y100 billion was 19 groups (24 companies on an individual basis). As for shipyards not listed on the table, Hudong-Zhonghua Shipbuilding and Sinopacific Shipbuilding, which do not disclose their results, both exceeded Y100 million in sales. Additionally, other yards such as Japan's Oshima Shipbuilding and Shin Kurushima Dockyard, and South Korea's Sungdong Shipbuilding & Marine Engineering, cleared Y100 billion in sales the previous year, but were unable to do so in 2013 due to drops in revenue. **Source : Kaiji Press News via Justus Schoemaker - Dutch - Japanese Maritime Desk K.K**

## DSME nets 19,000-teu duo

DSME has secured an order for two more mega containerships from China's Bank of Communications Financial Leasing. The twin 19,000-teu boxships take the bank's catalogue at the South Korean shipyard to five. DSME will deliver the latest vessels in 2016, TradeWinds understands. They have been ordered against period contracts with Mediterranean Shipping Co (MSC). Source : tradewinds

## TTS Group signs a contract for delivery of a ship lift and related equipment to SIMA in Peru

TTS Group ASA has, through its subsidiary TTS Handling Systems in Drøbak, Norway, signed a contract for delivery of a ship lift and related equipment to SIMA in Peru. SIMA is a leading state-owned company within the shipbuilding and metalworking industry in Peru. The total order value is approx.100 MNOK, the company said in its press release. SIMA serves the Navy of Peru as well as domestic and foreign private clients through a wide range of products. The TTS ship lift system makes it possible to improve efficiency and capacity of their repair activities. With the upgraded new facility, SIMA will have the capacity to repair a large number of vessels simultaneously. The delivery to SIMA includes a ship lift with platform, and a ship transfer system. For TTS this is the seventh ship-lift contract in succession and TTS has further strengthened its position as a world leader on the market for ship lifts. The first contract for ship-lifts was signed with the Korean Navy in February 2012, an order quickly followed by two further contracts. Two orders was signed with the Vietnamese navy in 2013, later contracts with Brazil, and now Peru, are signed. Source : PortNews

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## Navibulgar orders Bluetech 42 design bulkers

Bulgarian shipowner Navibulgar has ordered four eco-friendly size bulk carriers from Chinese shipbuilder Jiangsu Hongqiang Marine Heavy Industry. The contract includes options for two further ships. The ships are being built to the Bluetech 42 design developed by Foreship BlueTech Ltd. The main benefits claimed for the design are that, in comparison with competitors, the hold volume is approximately 15% greater and the deadweight some 5-9% more. Fuel consumption in relation to hold volume and deadweight is the lowest in the class. According to HSVA database, the design has the lowest resistance through the whole speed range, thus even more benefits are expected in slow steaming. The vessel's main parameters are:

LOA 185 m  
beam 31.0 m

draft 10.5 m  
dwt 4,2300 t  
hold volume 5,7750 cu. m  
ice class 1C

The main engine is a MAN 5G50 B9.5 TII developing 4,900 kW NCR and with a fuel consumption of 18.4 t/day at 14 knots service speed (15% SM), ISO conditions, fuel LHV 42700 kJ/kg, T=9.5 m, w/o engine tolerances. **Source :** MarineLog

## Mawa ferry services halted



He said the gigantic wave created as water level in the river gone high and ferry services can be restored only after setting up new terminal ghat. Hundreds of vehicles, including buses and trucks, have been stuck on roads for hours as the ferry service on the Mawa-Kawrakandi route were suspended for three hours due sudden erosion in the Mawa ghat at 8.45 pm on Tuesday. Bangladesh Inland Water Transport Corporation Assistant General Manager AKM Ashiquzzaman Choudhury said ferry service on the Mawa-Kewrakandi route had remained suspended from 8.45pm on on Tuesday because of a strong current in the river Padma. He said the gigantic wave created as water level in the river gone

high and ferry services can be restored only after setting up new terminal ghat. "We are trying to fix the route and it could take more than one day," the official said. Meanwhile, there has been a long tailback on the both side of the river due to the ferry service disruption. At least 400 vehicles got stuck on both side of Mawa and Kawrakandi ghat, he added. "Erosion and strong current in the Padma is so heavy and locals near the river has been cautioned," Sub Inspector Khalid of Mawa Police outpost told the Dhaka tribune. Munshiganj DC Md. Saiful Hasan Badal said, "Administration is trying to restore ferry service and we informed the situation to the high officials." **Source :** Dhakatribune

## Two MacGregor subsea cranes ordered for Chinese PSVs

MacGregor, part of Cargotec, has secured a new contract from Chinese shipbuilder, Fujian Mawei Shipbuilding Ltd, for two 100-tonne active heave-compensated subsea MacGregor cranes. The cranes will be fitted to two 86-metre multi-purpose platform supply vessels (PSVs) under construction at the yard. Delivery of the cranes is scheduled for the end of September and October 2015. "A key quality of PSVs is that they are able to perform a wide variety of tasks effectively in demanding offshore environments. The MacGregor cranes will ensure that flexibility," says Tom Svennevig, Vice President, Offshore Load Handling. Fujian Mawei Shipbuilding Ltd, one of Fujian Shipbuilding Industry Group Corporation's three shipyards, specialises in offshore support vessels. This order builds on a contract placed by the yard in 2013 for eight cranes for installation on a new series of four compact semi-submersible (CSS) offshore accommodation vessels for Marine Assets Corporation (MAC). The crane deliveries for this order are scheduled to begin in August 2014 and finish by the end of February 2015.

## SIPG to sell 20pc of Mingdong joint venture terminal with Hutchison

THE Shanghai International Port Group (SIPG) will seek regulatory approval to sell 20 per cent of Shanghai Mingdong Container Terminals it owns on a 50:50 basis with Hong Kong's Hutchison Port Holdings (HPH). Shanghai Mingdong operates Phase Five and Phase Six of the Waigaoqiao area. Mingdong, half owned by SIPG and half by HPH, has one 100,000-tonne, two 70,000-tonne, four 50,000-tonne and two 3,000-tonne berths, according to



its website. "This proposed sale meets the requirement of our strategic development and can benefit our actual operations," SIPG said in a filing on the Shanghai bourse, reported Lloyd's List. According to the filing, SIPG plans to auction the 20 per cent stake on Shanghai United Assets and Equity Exchange. Mingdong posted a net profit of CNY340 million (US\$55.3 million) drawn on first half revenues of CNY880 million. **Source : Asian Shipper**

## **Ezra's Shareholders Approve Consolidation of EMAS Marine into EOC**

Singapore's Ezra Holdings Limited (Ezra or the Group), a leading contractor and provider of integrated offshore solutions to the oil and gas (O&G) industry, announced Tuesday that its shareholders have approved the resolution on the proposed consolidation of its offshore support services division, EMAS Marine, with its associated company, EOC Limited (EOC), the proposed offering of EOC on SGX-ST and the secondary sale of EOC shares. About 98.5 percent of shareholders voted in support of the resolution by a poll at today's Extraordinary General Meeting (EGM).

"I am glad that shareholders have supported the Directors' recommendation to vote in favour of the resolution, which will enhance the value proposition of each of our core business segments," said Lionel Lee, Ezra's Group CEO and managing director.


"The proposed dual listing in Singapore will be a good platform for investors to gain exposure to one of the industry's most technologically advanced fleet with capabilities to operate globally at ultra-deep water depths. With this move, Ezra will create one of Asia Pacific's largest, youngest and strongest offshore services players with a fleet of over US\$1 billion in offshore support assets." "Ezra's IPO in 2003 was a huge success, with the public offer highly oversubscribed. The IPO spurred the Group's rapid expansion and by 2005, Ezra was promoted to the SGX Mainboard. Two years on, Ezra's business had grown into distinct and sizeable units and EOC was listed on Oslo Børs in 2007 to further its expansion plans. This consolidation and Singapore listing will set another key milestone for the Group, combining the strong ship management and operations track record of EMAS Marine with the platform services and engineering capabilities of EOC to create an enlarged platform which will propel EOC's growth forward," said Lee Kian Soo, Ezra's Group founder, non-executive and non-independent director. The secondary listing of EOC in Singapore will place the company as the first to dual-list in Norway and Singapore for capital raising. Three of the major banks in Singapore, namely DBS Bank Limited (DBS), Oversea-Chinese Banking Corporation Limited (OCBC) and United Overseas Bank Limited (UOB) have been engaged to assist the Company on the proposed dual listing on the Singapore Exchange. It is led and underwritten by DBS. OCBC has been appointed as joint bookrunner and underwriter with DBS, and UOB as co-lead manager for the Singapore listing. DNB Bank ASA, Norway's largest financial services group, has been appointed as financial adviser to EOC for the transaction. More details on the proposed listing will follow. It is subject to, among other things, approval from the SGX-ST and the shareholders of EOC, as well as the prevailing capital market conditions. EOC will hold its EGM today Aug. 22. **Source : Rigzone**

## **'Cecon Pride' OCV getting ready for Mediterranean adventure**

Cecon announced that the **CECON PRIDE** offshore construction vessel has successfully completed its sea-trials. **CECON PRIDE** ' OCV getting ready for Mediterranean adventure The vessel, built by Quebec's Davie Shipyard, is in the process of being handed over prior to departure for the Mediterranean, where it will start a 10 month contract with Micoperi. CECON PRIDE will be utilized for projects in the SURF market, for activities such as flexible pipelines and risers, umbilicals, subsea installations, WORO operations and tie-ins. Also, Cecon, through its subsidiary Rever Offshore AS ("Rever"), has signed an agreement that extend the maturity of the senior tranche A and tranche B bonds funded by certain funds and accounts managed by York Capital Management Global Advisors, LLC or its affiliates (York) up to 31st August. The holder of the Tranche A Bonds and the Tranche B Bonds will receive an extension fee of USD 17.500 per day for the days of extension used. This ensures sufficient flexibility to complete the refinancing of the vessel post delivery. **Source : offshoreenergytoday**

## **Egyptians can invest in new Suez channel**

Egyptian investors will be able to buy unlimited shares of investment certificates in the new Suez Canal channel, to be issued next Sunday, Egypt's Ahram Online has reported, quoting Finance Minister Hany Kadry Demian. A new \$4bn, 72 km long channel will be built alongside the existing waterway. The certificates will be issued by three state-owned banks – the National Bank of Egypt, Banque Misr and Banque du Caire – on behalf of the Suez Canal Authority. The remainder of the funding for the project will come from syndicated loans from Egyptian banks. Source : GulfshipNews



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## Court to auction off seven Lanhai Shipping vessels

Guangzhou: Guangzhou Maritime Court announced that it will auction seven vessels of [Guangdong Lanhai Shipping](#) at the request of China Construction Bank (CCB). [Guangdong Lanyue Energy Development](#) signed a loan agreement with China Construction Bank in 2010 to provide a RMB737m loan to its affiliated company Guangdong Lanhai Shipping using the vessels as collateral. CCB filed a lawsuit against Guangdong Lanyue in 2013 as the company was unable to repay the loan according to the agreement. The court will start the auction of the vessels which are being held at Jiangyin port, Guangzhou port, Qinhuangdao port, Yingkou port, Rizhao port, Lianyungang port and Zhoushan port, on September 18. Source : Sino ShipNews

## Kvaerner Stord extends Bibby Bergen coastel charter

The extension doubles the original four-month charter for the coastel which began on 30th April 2014, meaning the charter will now run until 31st December 2014. The charter reinforces a continuing relationship with the yard, which has previously seen Bibby Maritime's accommodation vessel '[BIBBY CHALLENGE](#)' chartered on a twelve month contract back in 2007. A coastel is a floating accommodation vessel suitable for mooring alongside a berth or quay. It can be used to accommodate workers on projects taking place in remote locations or where existing accommodation is expensive or difficult to find. Having completed an interior refurbishment in 2012, Bibby Bergen offers 180 en suite bedrooms alongside a kitchen and restaurant, lounges, games rooms and laundry facilities. The vessel's exterior is similar to a wooden 'land camp' design, which is commonly seen across shipyards in Scandinavia. "[Bibby Bergen](#) has always worked really well for our Scandinavian customers, and it's great to know that our accommodation will continue to provide a helpful solution for Kvaerner Stord until the end of the year" said Carl McLaughlin, Commercial Manager at Bibby Maritime Limited. Bibby Maritime own and operate a fleet of accommodation vessels which currently work in Australia, Papua New Guinea, the Shetland Islands, and Norway, with current clients including BP, KJV Gorgon, and Petrofac. Source : offshoreenergytoday

## BMT SMART Appoints New Sales & Business Development Manager

**BMT SMART Ltd (BMT)**, a subsidiary of **BMT Group Ltd**, the leading international maritime design, engineering and risk management consultancy, has appointed **Sebastian Sjoberg** as Sales & Business Development Manager. Sebastian has a BSc in Naval Architecture from Arcada University of Applied Science, with over 10 years' experience within the maritime sector working with suppliers of software solutions for shipping, shipyards and consulting companies. He also has over six years sales and business development experience during which Sebastian was based in South-Korea and Singapore. As a Sales & Business Development Manager, Sebastian will be responsible for the Asia Pacific and Scandinavian Territories. Peter Mantel, Managing Director of BMT SMART says: "We are delighted that Sebastian is joining our team at this exciting stage. With the best product in the market, backed-up by world-class support across the globe, BMT SMART is ready to increase its market share, and Sebastian will be instrumental in delivering that".

## **VSTEP delivers Full Mission Bridge simulator to Danaos Corporation**

**Danaos Corporation** purchased a **NAUTIS DNV Class A FMB Simulator and Instructor Station** for training of its fleet members. The simulator will be delivered and installed by VSTEP at Danaos Shipping Co Ltd. Headquarters in Piraeus, Greece. The simulator purchased by Danaos Corporation included a NAUTIS DNV Class A FMB simulator with 240° horizontal field of view and an Instructor Station. It will be used to train navigation and maneuvering with the container vessels of the Danaos fleet. For this purpose, new container vessels were developed and added to the simulator in addition to the existing container vessels in the simulator ship library. Joost van Ree, VSTEP Sales Director: "We are glad that one of the largest containership owners in the world has joined the VSTEP simulator family. Our FMB simulator allows Danaos personnel to train effectively using the cutting edge of maritime simulation in line with the high performance standard the shipping company is known for."

**Danaos Corporation** is a leading international owner of containerships, chartering vessels to many of the world's largest liner companies. With a fleet of 54 containerships, Danaos is among the largest containership charter owners in the world based on total TEU capacity. Danaos is one of the largest US listed containership companies based on fleet size. Danaos is today domiciled in the Republic of the Marshall Islands, with operations conducted out of Greece.

**VSTEP** will deliver the Class A simulator at Danaos HQ in Piraeus in Q3 2014 and will provide simulator operator training for selected Danaos staff.

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## **Ghana Expects Hess Offshore Oil Field to Join Project Lineup**

Ghana, the nation seeking to increase its oil output fivefold in the next decade, expects an offshore development by Hess Corp. (HES) to join the nation's project pipeline, according to the Petroleum Commission. Hess will drill a third appraisal well later this year on the Deepwater Tano/Cape Three Points block to establish commercial viability and reserves, Kwaku Boateng, director of special services at the commission, said in an interview. The results on the first two wells were "fantastic," he said.

Ghana is aiming to increase oil output to 500,000 barrels a day in the next 10 years as projects including Tullow Oil Plc's TEN and Eni SpA's Sankofa-Gye Nyame start production. Tullow operates the Jubilee field that will produce an average of about 100,000 barrels a day this year, according to a July 30 statement. "We have to wait for the final report but from the numbers that we are seeing we are expecting that Ghana gets its fourth development from Hess,"

Boateng said Aug. 18 in Accra. Hess will give results on Ghana by year-end following completion of the appraisal program, Patrick Scanlan, a Hess spokesman at Sard Verbinen & Co. in New York, said yesterday, declining to comment further. The TEN, or Tweneboa-Enyenra-Ntomme, and Sankofa-Gye Nyame fields are expected to be developed within the next three years, with combined daily output of about 130,000 barrels, Boateng said. Both fields will also produce natural gas. **Source : Bloomberg**

## OLDIE – FROM THE SHOEBOX



As **SMIT** had for several years 2 tugs operating at **the Ras Isa Yemen Hunt terminal** during the last part of the contract the tugs **SMIT HUNTER** and **SMIT SALAWESI** did the mooring and unmooring of the lightering tankers from the 409,000 DWT Floating Storage and Offloading Vessel (FSO) "**SAFER**" which was permanently moored 4.8 nautical miles offshore Ras Isa. As the berth for the tugs was a few hours drive from the "living world" the ships crews opened the **SMIT TAK rest house – Ras Isa Branch office** in the desert beside the Volleyball court where the teams of the **SMIT SULAWESI** and **SMIT HUNTER** played every night, after the sun was down and the temperature as well Voleyball against eachother, after switching on the search and deck lights of the tugs to lite the volleyball court, what was the only entertainment we had for months beside mooring and unmooring of VLCC's alongside the **SAFER** , above is seen **Capt. Jan de Bokx** of the **SMIT SULAWESI** and his crew **Photo : Piet Sinke**  
© **CLICK on the photo to view the high resolution version ( scanned damaged old negative sorry for the quality)**

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

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



18-08-2014 : the pipelay vessel **SAPURA DIAMANTE** at the Lula Field offshore Brazil.  
Photo : Capt Rod Graham – Master PLSV Seven Seas ©