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The RMS GOOLE was involved on a collision at the River Rhine near Grieth just over the Dutch / German border, above is the RMS GOOLE arriving in Rotterdam where the vessel is discharged in the Waalhaven – Photo : Gerrit van Katwijk ©

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## EVENTS, INCIDENTS & OPERATIONS



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21-08-2014 : The **HYPERION** built in 1998 , and now returning at the **Royal Huisman** yard in Vollenhove  
Photo : Harm Jongman ©

## Port Sabetta saw dredging of almost 7 mln cbm of material in August'14

In August 2014, almost 7 mln cbm of material was excavated at port Sabetta, which is one third of total dredging scheduled for 2014, press center of FSUE Rosmorport says. Arkhangelsk Branch of Rosmorport resumed dredging operations in early August, as soon as the summer navigation period began. Under the project on construction of federally owned facilities at port Sabetta, 19 dredging and auxiliary vessels are deployed for dredging in 2014 at the seaway and the approach canals as well as in the water area of port Sabetta. As of today, the construction of the seaway canal involves operation of 5 trailing suction hopper dredgers while one cutter suction dredger with three hopper barges work at the approach canal.

FSUE Rosmorport has been executing dredging operations at seaport Sabetta from 2012. Over the past 2-year period, the volume of dredging operations at the approach canal and at the berths of the port totaled 10.9 mln cbm. According to the plan for 2014, the rates of the construction of subsea hydraulic engineering facilities is to double with dredging works resulting in excavation of 21.5 mln cbm of material.

Apart from the dredging operations in Sabetta, Rosmorport is to commence the construction of the root section of the south-east ice-barrier and monitoring/controlling station to ensure safe navigation of vessels calling at the port. From summer 2014, Mordraga LLC is a subcontractor of SK MOST Group (contractor of works on construction of deepwater port Sabetta). Earlier (2012-2013), dredging works were implemented by **Jan De Nul**. The fleet of 19 dredging and auxiliary vessels of **DEME Group (Mordraga LLC)** commenced dredging operations at port Sabetta on August 1, 2014.



Jan de Nul's **AL IDRISI** operated at the Port Sabetta project - **Photo : Bart Brusse ©**

Port Sabetta is projected to be a hub for shipment of liquefied natural gas eastwards and westwards by large capacity gas carriers through the Northern Sea Route. The construction is being carried out in the framework of the Yamal LNG project which envisages the construction of an LNG plant with annual capacity of 16.5 million tonnes per annum based on the feedstock resources of the South-Tambeyskoye field (Yamal Peninsula). **Source : PortNews**



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## **Nova Scotia to seek financial help from LePage for Nova Star ferry**

The province already has released all of a \$21 million public subsidy – money that was supposed to last seven years. A top government official in Nova Scotia intends to ask Maine Gov. Paul LePage for help financing the Nova Star Cruises ferry. The Halifax, Nova Scotia-based Chronicle Herald reported that Michel Samson, Nova Scotia's economic

development minister, said Thursday that he didn't have a confirmed date yet for face-to-face talks with LePage, and that the governor's staff is trying to find a time. "I think it would be the responsible thing to do on behalf of Nova Scotians to see how we can find ways of developing partnerships and reducing the financial burden to Nova Scotians regarding the ferry," he said.

The province already has released all of a \$21 million public subsidy to fund the ferry service – money that was supposed to last seven years. The ferry service between Portland and Yarmouth, Nova Scotia, was revived this year after a five-year hiatus. Included in the province's support is \$5 million to back a line of credit for general operations. Nova Star Cruises, the ferry operator, has not received any money from Maine, and has yet to obtain a \$5 million line of credit from a Maine bank, which it has been seeking since November. At the time of negotiations to re-establish service, LePage said his administration would help the company secure the line of credit, according to the Chronicle Herald.

Calls made by the Portland Press Herald to the governor's office seeking to confirm a prospective meeting were not returned. Dennis Bailey, a spokesman for Nova Star Cruises, said he had no information about a potential meeting between LePage and Samson. Restoration of the ferry service was hampered by a delay in acquiring a key federal permit, which prevented marketing the service and selling tickets. Since it started in May, passenger counts have been well below expectations. But the ferry service recently had an increase in boardings. Nova Star Cruises reported 13,043 passengers boarded Nova Star in July for an average of 217 passengers per one-way trip. As of Aug. 15, the ferry had booked 17,255 passengers for trips in August. Though the ship has a capacity of more than 1,200, Nova Star officials have said they would be happy with an average of 250-350 passengers per one-way trip. The ferry is the first service between the province and the United States since 2009, when Nova Scotia cut off subsidies for a high-speed ferry that operated on the same route. **Source : PressHerald**



The **CMA CGM OPAL** IMO 9386483, 2009/40560gt out from Melbourne off Sorrento 23-8-2014.

**Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©**

## **Vietnam Steps Up Efforts to Protect Fishing Fleet**

In a time of heightened tensions between Asian nations with claims to the waters of the East and South China Seas, the deployment of an offshore oil rig back in May by Beijing in disputed waters with Vietnam was not going to be an event without ramifications. The rig's deployment by the Chinese National Offshore Oil Company (CNOOC) in waters just 120 nautical miles (222km) off Vietnam's coast set off a nationalistic furor in Vietnam, provoking anti-Chinese protests and riots across Vietnam, destroying factories, and resulting in the deaths of at least four workers. With the removal of the rig ahead of schedule on July 16, diplomats of neighboring nations may be breathing sighs of relief, but Vietnamese authorities are not letting their guard down and are busy making contingency plans to maintain their sovereign waters and prepare for any further aggression from China.

One such front in the battle to maintaining sovereignty over the disputed waters will continue to be fought by Vietnamese fishermen. Frequent clashes between Vietnamese and Chinese civilian naval vessels and fishing boats have occurred since the deployment of the Chinese rig in waters traditionally fished by Vietnamese. Tensions between Vietnamese fishermen and the Chinese patrol boats sent to protect the rig have led to numerous collisions (China records over 1,400) and resulted in the sinking of a Vietnamese vessel, which had been rammed by a larger Chinese vessel. While the rig has been removed from the disputed waters, tensions still remain. Last week, the captain of a Vietnamese fishing boat reported his boat was rammed by a Chinese vessel in waters near Hoang Sa (Paracel) Islands. The captain reported the crew of the Chinese vessel smashed his cabin and cut some wires before taking away

equipment including two-way radios, fish detectors, and around three tons of fish. A local official remarked that 27 other fishing boats from his province of Quang Ngai had been stopped, chased and damaged so far this year, with 15 of the attacks taking place after the rig's deployment. The province is home to 5,459 fishing boats, all of which are constructed of wood and thus vulnerable to attack.

Vietnamese state authorities are now seeking to further protect their fishermen through the issuance of a draft circular last week by the State Bank of Vietnam (SBV). The draft circular calls for a new loan program whereby Vietnamese fishermen will be encouraged to apply for subsidized loans at one to four percent for the construction of sturdier and faster ships for deep-sea fishing. Under the new VND4.5 trillion (\$211.5 million) program, individuals and organizations are eligible for 11-year loans and will only need to pledge the new ships as collateral. The terms of the loans are structured to incentivize borrowers to build stronger metal boats with larger engines, rather than slower, more fragile wooden boats. Borrowers can borrow up to 95 percent of the cost of a new boat if constructed of metal at an interest rate of seven percent, with the SBV providing a six per cent subsidy for boats with 800 horsepower or more. Metal boats with horsepower of between 400-800HP can borrow up to 90 per cent with a five percent subsidy. Wooden vessels are only eligible for 70 percent financing at the same seven percent interest rate, though only a three percent subsidy will be provided. The new loan program is expected to take effect starting August 25.

Other efforts to boost the catch and protect fishermen come from Japan, which announced the launch last week of a composite-hulled tuna fishing ship in Nha Trang City. A Japanese company, Yanmar, expects to build 180 of these tuna boats in conjunction with the Ship Institute at the University of Nha Trang, for the central provinces of Binh Dinh, Phu Yen and Khanh Hoa. Yanmar expects to export 4,500 tonnes of Vietnamese tuna to Japan every year starting from 2015. Earlier this month, Japanese Foreign Minister Fumio Kishida visited Hanoi and announced Japan would give six used naval boats worth an estimated 500 million Yen (\$4.86 million) to Vietnam to boost its patrol and surveillance capacity in the East Sea.

The new loan program, as well as the efforts by Japan, are seen by many as a direct consequence of increased aggression by Beijing's maritime forces in the disputed territorial waters of what Vietnam calls the East Sea. An unnamed Vietinbank official, speaking of the SBV loan program, said: "The decree gives great encouragement to fishermen to go offshore," adding "These credit support policies will help fishermen feel confident about taking loans to build large vessels and invest in modern equipment for fishing in the high seas, thus helping develop the economy and ensure the country's sovereignty over its waters and islands."

The fight over fishing rights, while drawing less attention than the battle over oil and mineral deposits, has certainly been more deadly, and Vietnam authorities have cause to worry. Earlier this year, China began the implementation of rules requiring foreign fishermen to obtain Beijing's approval to operate in waters it claims — virtually 90 percent of the entire South China Sea, parts of which are also claimed by Brunei, Malaysia, the Philippines, Taiwan and Vietnam under their own 200-mile exclusive economic zones.

Prior to the latest incidents related to China's rig, there have been a number of aggressive actions undertaken by Chinese vessels. In 2005, Chinese civilian law enforcement vessels killed nine Vietnamese fishermen in the South China Sea, and another Vietnamese fisherman was killed in 2007, after a Chinese navy vessel sank a Vietnamese fishing vessel. In July 2012, a Chinese fleet of 30 vessels, with 550 fishermen onboard and a 3,000-ton supply ship alongside, visited the disputed Nansha Islands, known outside China as the Spratly Islands — parts of which are also claimed by Brunei, Malaysia, the Philippines, Taiwan and Vietnam. And in March 2013, Vietnam accused a Chinese vessel of chasing and firing at a Vietnamese fishing boat in disputed waters. Many other small skirmishes go unreported.

To protect this new fleet of Vietnamese fishing vessels, as well as existing boats, a new Vietnam Fisheries Resources Surveillance force was set up in April. The force, established under the Ministry of Agriculture and Rural Development, is expected to ensure the enforcement of fishing laws and help develop the marine economy, which encompasses shipping, aquaculture and fisheries. The marine economy currently accounts for 49 percent of the Vietnam's GDP, which authorities are seeking to increase to 55 percent 2020.

With the potential for an enlarged deep-sea fishing fleet, protected by a surveillance force, we should see greater fishing activity by Vietnamese boats in the near future. How Beijing reacts to the increased presence of Vietnamese fishermen and patrol boats in waters it claims is uncertain. What is certain is Beijing is unlikely to take kindly to these efforts by Vietnam and will counterpunch — perhaps sending another massive flotilla of fishing vessels and civilian naval vessels or additional rigs into the disputed waters with an accompanying protective fleet. Hoang Anh Tuan, director of the Institute for Foreign Policy and Strategic Studies in Hanoi, worries that if the last oil rig was 120 miles away, the next deployment could entail two or three rigs dropped 80 miles off the coast. Given the unpredictable nature of Beijing's actions toward its neighbors, and faced with domestic criticism on how they reacted to the May deployment of the Chinese oil rig, Vietnamese authorities would do well to prepare a response for every possible contingency. **Source : [foreignpolicyblogs](#)**

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The **KL SANDEFJORD** arriving in Vlissingen for the rigmove of the **ROWAN VIKING** from Damen Shiprepair  
 Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com) (c)

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## Russia's Gazprom Neft Begins Seaborne Oil Shipments from Arctic Field

Russia's Gazprom Neft said on Thursday it had started seaborne shipments of oil to Europe from its Novoportovskoye field in the Arctic. The oil arm of Russian gas producer Gazprom said a sea tanker would deliver oil to Europe in September. It said more than 80,000 tonnes of the new Novy Port oil classification, light and low-sulphur, was scheduled to be delivered from the field by two tankers during the 2014 ice-free season.

The field is one of the largest oil and gas condensate deposits being developed in the Yamalo-Nenets Autonomous Area (YNAO). *Source : Reuters / rigzone*

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## Embargo closes DFDS route

An ongoing dispute between Russia and the European Union has resulted in the suspension of a Baltic Sea route operated by DFDS. The Danish-owned ro-ro **ANGLIA SEAWAYS** (built 2000) will stop its service between Travemunde in Germany and Klaipeda in Lithuania due to affected freight volumes. A spokesperson from DFDS told TradeWinds: "The unacceptable level of freight volumes has made us realise that this will not be a viable route during the dispute." The spokesperson said the company does not expect the conflict to end any time soon, so it decided to suspend the service which was launched on 14 June. Customers will instead be offered capacity on the Kiel-Klaipeda

route. He could not give precise figures of the financial effect the suspension will have. Earlier in August, Russia had imposed an import ban on foods from the EU.



The **ANGLIA SEAWAYS** – photo : Cees de Bijl ©

The Danish-owner – whose chief executive Niels Smedegaard is also President elect of the European Community Shipowners' Association – still operates six sailings a week between Germany and Lithuania. Yesterday, it announced a second quarter profit of DKK 195m (\$34.67m), raising its full year profit forecast. **ANGLIA SEAWAYS** will be redeployed between Rotterdam and the UK. Source : Tradewinds

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## Historic lifeboat rescued from a Hailsham berth

An historic lifeboat launched from Eastbourne 96 years ago has been rescued from a field and restored. The **Priscilla MacBean**, the town's first motor-powered lifeboat, was spotted in a Hailsham field last November by an antiques dealer. Trees were growing through the rotting hull and all fittings had been torn out. Now, thanks to the hard work of around 20 volunteers, the boat is set for a permanent mooring in the Old Town of Hastings. Bob Jeffery, spokesman for Eastbourne lifeboat crew, said his team was delighted to see the Priscilla restored. "We are so pleased that she's survived, and will now be there for people to see the kind of lifeboats that were working at that time," he said.

Members of the Eastbourne crew will join RNLI Hastings to pull the **Priscilla MacBean** by hand from the Stade beach in Hastings to its dry dock on Old London Road on November 15. Church bells will toll during the ceremony, which is timed to remember the Rye lifeboat disaster of 1928, when the Mary Stanford capsized and lost all 17 hands. Two



Hastings men - Tush Hamilton and DeeDay White - are behind the restoration. Tush, who has made a new sail for the lifeboat from old fishing nets, said, "She was in a terrible state, and from that pile of nothing she now looks really good. "We could only have done this with the help of a lot of people, and we are all so proud to see her ready."



The Priscilla MacBean has a fascinating history. Built on the Isle of Wight in 1921, she was Eastbourne's main lifeboat for years before moving to Scotland and being retired from the RNLI in 1934. She was then used in France and in the Lake District before ending up the Hailsham field, where DeeDay spotted her in November. Tush and DeeDay are now appealing for any memories or photographs of the Priscilla for an exhibition. Residents who can help should get in touch with Charlie Sharrod on

01424 755567. Source : eastbourneherald



Another photo of the damaged [RMS GOOLE](#) arriving in Rotterdam – [Photo : Jan Simons ©](#)

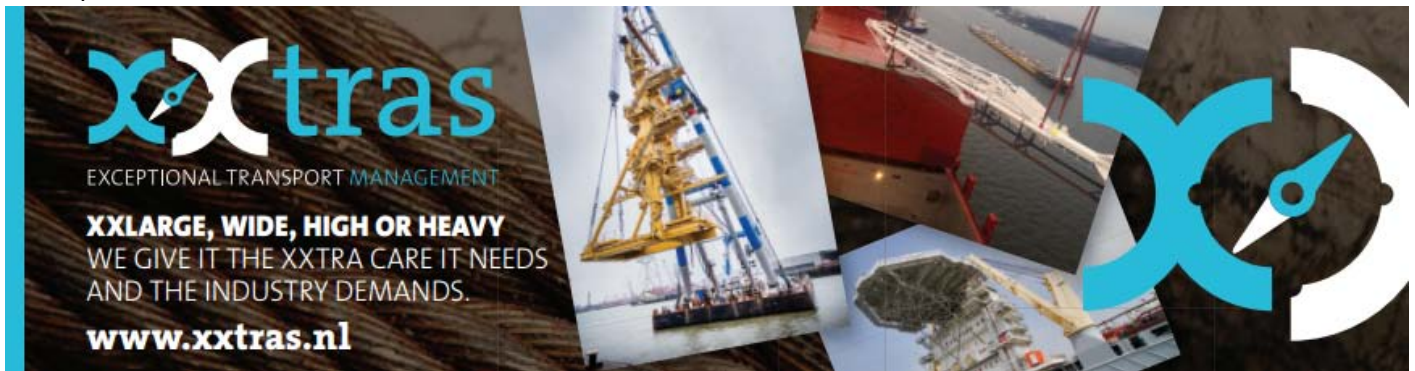
## Seafarers' charity supports distressed crew following worker's death

[Seafarers' charity Apostleship of the Sea \(AoS\)](#) is assisting a group of seafarers after a worker fell ill on a ship and later died in Aberdeen. A 24-year-old British man became ill on board an offshore support vessel on August 13 and was taken to the Aberdeen Royal Infirmary but subsequently died.

The vessel's crew members were distraught and anxious after learning that the worker had died. AoS visited the seafarers on board and provided much needed support and assistance. AoS' port chaplain in Aberdeen conducted a communion service on the vessel after receiving requests from the crew.

Fifteen Filipino crewmen attended the communion service and joined in prayers for the deceased worker and his family. Following the service the seafarers requested that the cabins and work areas be blessed. They also asked that AoS's chaplain visit them again when they returned from their next voyage. In June AoS visited a Filipino seafarer in hospital who had been taken ill while working on a supply ship at Peterhead and was able to provide him with phone

cards, money, Wi-Fi, food, and arranged for his washing to be done. Earlier in the year AoS also provided practical and pastoral assistance to an injured fisherman from Senegal who had to be airlifted to hospital after sustaining injuries on his ship in the North Sea.



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In drydock last week in Greenock is the first generation **Svitzer "M" class** tug **SVITZER MILFORD**. Now 10 years old she was scheduled for a well earned 12 day rest, overhaul and paint job to prepare her for the next 10 years.

Photo : Tommy Bryceland, Scotland ©

## Customs seizes Harbor Star tugboat

MANILA, Philippines—**Harbor Star Shipping Services Inc.**, a leading provider of harbor assistance, lighterage, salvage and towing services in the country, is at odds with the Bureau of Customs over a tugboat importation.

In a disclosure to the Philippine Stock Exchange on Friday, Harbor Star said it had received from the bureau a seizure order for "**MT Propus**," a 32-year-old tugboat, for alleged misdeclaration or under-declaration of import duties. "It is the position of **Harbor Star** that the seizure order is null and void since it paid the proper duties and taxes on said importation as evidenced by the certificate of conversion dated 28 May 2013 authorizing the clearance of said tugboat," the company said. "Furthermore, there is no pending assessment for additional taxes that should merit the issuance of said seizure order," the company said. The seizure of "**MT Propus**" is not expected to materially affect the operations of Harbor Star, the company said. **Harbor Star**, which ended last year with a fleet of 34 vessels operating in 66 ports across the country, is purchasing new vessels for domestic and overseas expansion. This year, it is

expanding in five new areas locally – Cebu, Iloilo, Surigao, General Santos and Dumaguete which ideally requires the acquisition of a total of 10 vessels, officials earlier said. **Source** : [business.inquirer](#)

## Maersk raises embargo flag

A “significant” amount of products already at sea needs to be returned because of the Russian embargo on food imports, Maersk says. It did not specify the volume of goods affected by the ban but a spokesperson told Reuters the cost does not lie with **Maersk**. Last week TradeWinds had reported that trading vessels could find themselves in the middle of a dispute between sellers and buyers because of the Russian embargo imposed on 7 August.



The **MAERSK IOWA** outbound from Rotterdam – **Photo** : [Kees Torn](#) ©

**Maersk** said in its newsletter: “Our customers were completely unprepared for these sanctions and since they had effect immediately, a significant amount of cargo at sea needs to be returned.” In cases that goods are rejected at Russian ports, the sellers’ only long-term choice is to re-sell them to another destination. Two weeks after Russian president Vladimir Putin’s ban order the first problems at sea have emerged. Despite Russia’s increasing isolation, shipping companies could benefit from the expected rise of alternative markets. **Source** : [Tradewinds](#)

## AISLive spots Iranian paint party

AIS Live data has revealed that the **National Iranian Tanker Company (NITC)** has started to change its vessels’ identity. This change in identity has been a regular practice since the start of sanctions in 2012, and includes new names, MMSI numbers and call signs for the majority of its crude.

Until early 2014 this practice took place every six months or so. Initially this was thought to be driven mostly by the requirement to move flags as the original states were unwilling or unable to host them, however the practice continued after the majority of vessels declared themselves on AIS to be flagged in Zanzibar in late 2012. In early 2014 the expected next round of changes did not take place possibly as a result of the interim agreement on the easing of sanctions and it appeared the policy had ceased. Now in August 2014 six months later the fleet has suddenly started to change the identities once again. The screenshot shows the Khark Island Anchorage where the majority of vessels are usually renamed. Of interest are the following crude oil tankers all of which have been renamed in the last couple of days: **Huge** (ex **Hantams**), **Dune** (ex **Dusk**) , **Serena** (Ex **Salaleh**), **Sana** (ex **Success**) and most interesting the **Dino** (ex **Discovery**) temporarily showing as two ships having been caught on AIS in the middle of her identity change. Four other vessels have already changed names and other are expected to do so in the next few weeks.

**Source** : [ihsmaritime360](#)

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see also : <https://www.youtube.com/watch?v=1R4Hb0S7IkC#t=101>

## SCF's new arctic mission

SCF Group’s (Sovcomflot) tankers have begun arctic oil transport from the Novoportovskoye oilfield in the Gulf of Ob.

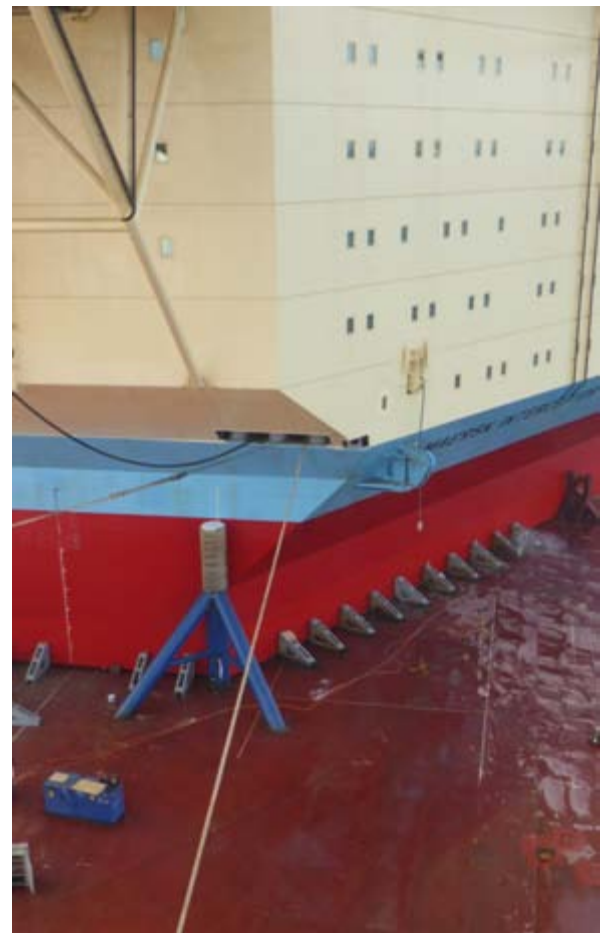
The 47,000-dwt [SCF Yenisei](#) and [SCF Pechora](#) (both built 2007) are under charter to Gazprom Neft. [SCF Yenisei](#) is currently loading, while [SCF Pechora](#) is being prepared to start cargo operations shortly, the Russian owner said.

Their voyages will include transits along the Northern Sea Route (NSR) and they will also get involved in the export of hydrocarbons from the Yamal Peninsula. Yevgeniy Ambrosov, first deputy general director of SCF, said: "The start of oil exports from the Novoportovskoye oilfield, using Sovcomflot's ships, forms part of the company's strategy to steadily increase the provision of transportation and logistics services supporting the largest oil deposits located in the far north of Russia." He said the company plans to make a number of commercial voyages along the NSR. **Source :** Tradewinds

## HAWK COMPLETED SEAFASTENING AND DEPARTED



As reported yesterday OHT's [HAWK](#) loaded last Thursday in Singapore the newbuild ultra harsh environment jack-up rig '[XL Enhanced 2](#)' (to be named) [MAERSK INTERCEPTOR](#), last Friday the [seafastening](#) from which operation some photos, was ongoing in preparation of the departure the operation was supervised by Loading superintendent [Ken Bekkenfold](#),





All : [photo's : Piet Sinke](#) © – [CLICK on the photo\(s\) to view / download the High resolution version](#)

[OHT AS](#) is a Norwegian oil service company operating 4 vessels suitable for dry transportation of offshore drilling rigs and offshore modules. The company is a major operator and presently owns 4 semi-submersible heavy lift vessels. The company is fully integrated with in house technical management. the [Blystad Group](#) is the majority owner of the company. As the combined company capitalises on the strong experience and merits of the [OHT team](#),



The company took delivery of its first converted heavy lift vessel, **Eagle**, in November 2006. The second converted heavy lift vessel, **Falcon**, was delivered in early April 2007. The first vessel from Songa Ancora, **Osprey**, was delivered in June 2008 and the second vessel, **HAWK**, was delivered in December 2008. Following a mandatory offer in October 2008, the Arne Blystad group acquired 89% of the company's shares. OHL was delisted from the Oslo Stock

Exchange in December 2008. The new

combined company resolved to change its name from **Ocean Heavy Lift ASA** to **Offshore Heavy Transport AS** in February 2009. upon completion of the loading operation enroute from The West Jurong Anchorage to the West coast ferry Terminal with **Roy**, OHT representative of OHT in Shanghai, load master **Arne Roed**, **Mike** the OHT representative based in Busan (Korea) and **Roald Kaper** the OHT Singapore based representative



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



## China's iron ore imports from Australia rise 33.5% on year to 55.37 mil mt in July

China imported 55.37 million mt of iron ore from Australia in July, up 33.5% year on year and 10% from June, data released Friday by the General Administration of Customs showed. A trader source in Zhejiang said Australian miners like Fortescue Metals Group were selling more iron ore into China as they had ramped up their output and were giving deeper discounts to China buyers in July. Australia's Fortescue Metals Group reached a 155 million mt/year production capacity target in end March this year, Platts reported earlier. "When FMG offered a 15% discount for their flagship 56.7% Fe Super Special Fines product for July, many Chinese buyers [took it up]," said the Zhejiang trader. "Chinese end-users also preferred to use more Australian ores in their furnaces as they were already used to it and that explained why there was an increase inflow of ore to China from Australia," he added. Australia was the largest supplier of iron ore to China, accounting for 60% of total imports in June. China's imported a total of 82.52 million mt of iron ore in July, up 10.7% from 74.57 million mt in June. Imports from Brazil, China's second largest iron ore supplier, totaled 14.12 million mt in July, up 7.46% year-on-year and 14.15% month-on-month, the data showed.

Source: Platts

## Ferry Tacoma likely out of service through December — at least



A preliminary report estimates the Ferry Tacoma will be out of service through at least December. According to WSDOT, the report says the vessel blew a fuse in the propulsion control system without any warning to engineers. That apparently triggered a chain of events that led to a power failure. The “Tacoma” lost power in the middle of the Puget Sound at the end of July. 405 passengers were stranded until a tugboat arrived to tow the ferry back to shore. That led to major delays on other ferry routes.

Interim director George Capacci has said the ferries system will conduct its highest level of investigation to determine the cause, any contributing factors and then come up with a recommendation. Capacci has already apologized for the major disruption. “It was an unprecedented situation,” he said. “The fact we had two boats in regularly scheduled maintenance, two boats had incidents that took them out of service, is just something that we never planned for and

never really experienced before.” The ferry system has had its share of problems in the past, with cancellations because of staffing shortages, and problems with the newest ferry, the Tokitae. Capacci also pointed out that this year there has only been 99 missed sailings out of 163,000. The lifespan of a ferry in Washington is about 60 years. Right now the state is in the process of adding two more new Olympic Class ferries to the fleet. **Source : q13fox**



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## Tanker market on “mid-summer dream” mood

The dirty tanker market experienced a generally positive trend in July, with dirty tankers in all classes showing gains on both a monthly and an annual basis. VLCC spot freight rates reported a healthy gain of 19%, while both Suezmax and Aframax rates experienced even higher gains of 26% and 28%, respectively.

Several factors were behind the increase in dirty tanker rates over the previous month, including delays in eastern and western ports combined with prompt replacements, ullage problems and increased lighterage operations. Clean spot freight rates were weak in July, declining on the back of limited arbitrage and low market activity in both East and West of Suez.

### Spot fixtures

Preliminary data for July shows that OPEC spot fixtures increased by 5.7% compared with last month to average 12.59 mb/d. Global spot fixtures increased by 5.7% in July compared with the previous month to average 17.94 mb/d. Fixtures on the Middle East-to-East and the Middle East-to-West routes increased by 0.6 mb/d and 0.10 mb/d in July, respectively. However, OPEC fixtures were down by 12% compared with the same month one year ago. In addition, global chartering activity was reported to be 6.8% lower in July 2014 from the same month one year earlier.

### Sailings and arrivals

OPEC sailings, as per preliminary data, reported an increase of 1.4% in July from one month earlier to average 23.55 mb/d. However, compared with the same month one year ago, they were lower by 3.3%. Arrivals in North America, Europe and the Far East were down by 8%, 1.5% and 3.3%, respectively from the previous month, while West Asia arrivals reported an increase of 4.3% from one month ago to average 4.57 mb/d in July.

### Spot freight rates

#### **VLCC**

VLCC spot freight rates for Middle East-to-East destinations showed the highest increase among all reported routes in July. Spot freight rates for Middle East-to-East lifting increased as tonnage demand was higher in the third decade of the month. The firming trend continued for August loadings, with vessel owners displaying a strong resistance to falling rates, even during quiet periods when the market stabilized. Fixtures for August requirements were supported mainly by lower tonnage availability, which managed to hold them at high prevailing levels.

Thus, VLCC freight rates for tankers operating on Middle East-to-East routes saw an increase of 23% over the previous month to average WS49 points in July, mainly as a result of weather delays in China resulting in slow discharge operations at ports. Rates for eastbound tankers increased despite a decline in South Korean tonnage requirements. Meanwhile, VLCC spot freight rates for Middle East-to-West destinations averaged WS30 points in July, up by 10% from the previous month.

The transatlantic market fluctuated during the course of the month, remaining mostly firm in the Caribbean and exhibiting several gains and losses before stabilizing in West Africa. Tanker spot freight rates for West Africa-to-East routes averaged WS51 points in July — a worthy gain of 20% from one month before.

In addition to monthly gains, VLCC spot freight rates on all selected routes showed an increase over the previous year, rising on average by 18%. VLCCs were sometimes considered a viable alternative, when Suezmax rates firmed at certain times during the month.

#### **Suezmax**

Suezmax spot freight rates exhibited a healthy increase in July from the previous month, despite experiencing a slow start with soft rates — mainly in West Africa — before stabilizing then firming again as a result of stronger market activity combined with some prompt replacements and holidays in the US. The tonnage list appeared thinner because activities in the Mediterranean and Black Sea increased as both crude oil and fuel oil shipments to eastern destinations rose. Similarly, tonnage availability for West Africa loading appeared tight, particularly for the first decade of August.

Freight rates for Suezmax in the Baltics and the North Sea remained strong as a result of sudden replacements due to port delays in Rotterdam, while in the Middle East, Indian charterers were mostly active by the end of the month. Suezmax spot freight rates on Northwest Europe-to-US routes edged up by 26% in July, compared with the previous month to stand at WS74 points, while West Africa-to-US rates gained 27% to average WS85 points.

On an annual basis, Suezmax spot freight rates increased by a remarkable 51% in July, compared with the same period one year ago. The Suezmax market was supported by an active VLCC market and firming Aframax market in July.

#### **Aframax**

Aframax spot freight rates exhibited the strongest gains in July among all dirty tanker classes. Spot freight rates registered increases on all selected routes over the previous month with no exception. Aframax spot freight rates in Northwest Europe increased as tonnage lists tightened and prompt replacements rose, leading to growth of 30% in spot freight rates for tankers trading on the Mediterranean-to-Northwest Europe routes compared with the previous month. Delays in Trieste and Port of Lavera supported freight rates to some degree. Mediterranean-to-Mediterranean Aframax spot freight rates increased by 27% in July. While freight rates in the Caribbean were constantly firming against US rates, they experienced their largest increase in July, rising by 48% from one month earlier to stand at WS158 points. This was mainly supported by delays in the Caribbean and Mexico and a notable shortage in tonnage supply, as well as a lack of ullage and increased lighterage activity. Indonesia-to-East rates experienced a relatively small increase of 5% to stand at WS101 points. *Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide*

## Huge reduction of fines on MV Viet Long

The fine levied on the Vietnamese cargo ship, [MV Viet Long](#), that ran aground near the northern end of Summer Island Resort in Kaafu atoll on 31st May has been paid, after the government reduced it from MVR 508.6 to MVR 61.68. According to the Chairman of Transport Authority, Abdul Rasheed Nafiz, the fine, that had been set based on the Environment Protection Agency report, had been reduced after discussion with the insurance providers of the ship.



"They said that they could only pay up to \$4 million in fines. They said that the company that the ship belonged to was doing very poorly, financially. So they couldn't have been able to pay more than \$4 million," said Nafiz.

"If we had set a higher amount in fines, we would have had to go to court [to get it]. That's a long process," he said.

Nafiz said that the Insurance Company had contributed \$250,000 to the Maritime Academy of Maldives, in addition to making the fine payments. He said that the payments had been settled last Thursday. The incident had caused oil to spill out, damaging the reef in the surrounding area. The deck of the 5000-ton capacity ship broken during the retrieval process and the ship had sunk 2500 metres. **MV Viet Long** had been fined under Article 14 of the law concerning shipping vessels that go asunder or wrecked. **Source: haveeru.**



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## German shipowners warn of major out-flagging

The German Shipowners Association, Verband Deutscher Reeder, VDR, warns the federal government of a large-scale out-flagging unless the rules for German and European crews working on German-flagged ships are eased.

"In the sixth crisis year, Germany's shipping companies are being impacted by immense cost pressure that is threatening the competitiveness of Germany as a maritime location in its entirety. Companies are compelled to exploit all opportunities available in order to cut costs. A migration to other European quality flags that provide improved framework conditions therefore is an inescapable measure for a large number of companies, a step that is frequently also requested by lenders," Ralf Nagel, CEO of the German Shipowners' Association, tells ShippingWatch.

### German shipowners pay taxes

Unlike for instance the Danish International Ship Register, DIS, and other registers such as Norway's, where shipowners pay net wages to the seafarers and thus save taxes, German shipowners with German-flagged ships still have to pay social contributions that cover pensions, health and accident insurance as well as unemployment benefits. The German international ship register also requires that there must always be four German or other EU citizens on board the ships, who shipowners pay taxes for, though the register allows a 40 percent deduction.

According to the German Shipowners Association, this results in additional costs of up to EUR 500,000 per year per ship under the German flag, which covers one of the largest commercial fleets in the world.

"It is imperative for the federal German government to give its maritime sector improved support in order to preserve the know-how of maritime shipping on a long-term, sustainable basis. Other EU states are already doing so," says Ralf Nagel of VDR, which has made easing the flag rules a key point on its agenda in the efforts to create better conditions following six years of crisis. A crisis that has hit German shipping especially hard, and in addition to the weak shipping markets the crisis has also knocked out the industry's financing through the major and often partially state-controlled shipping banks, just as the unique German KG fund scheme, with tax benefits for private investors, has collapsed.

### Trial case

In light of the announcement from the German shipowners' association, the current negotiations between Reederei NSB – one of the country's biggest ship management companies with 42 container ships under German flag – and the unions, concerning the conditions for German and European crews on board the ships, look like a trial case for the carriers. Reederei NSB announced in June this year that the company, in light of the financial situation in the German shipping industry, is forced to consider out-flagging its ships, and that the carrier is currently negotiating with union Ver.di in order to find a solution. "Without a feasible financial solution before the end of 2014, NSB will be forced to cease operating vessels under German flag," said the company. Lutz Weber, CFO of Reederei NSB, recently told ShippingWatch that the the current situation is a clear issue for the German shipping industry as a whole, not just to

Reederei NSB, which currently employs around 500 seafarers on the 42 container ships. According to Lutz Weber, the additional cost is massive compared to other international agreements, and there are two crucial differences:

“Higher daily cost as a result of an in general much higher wage level, ongoing employment, including 100 percent on payroll even during holidays, and social security which all together make a difference of around USD 450,000 per year per vessel under German flag. In other words: USD 1,250 extra cost per day per vessel under German flag. And the risk of additional cost out of severance payments in cases of decreasing numbers of jobs available,” said Lutz Weber, who added that investors and carriers are forced to reduce their operating costs for the individual ships, and thus also have to consider the possibility of out-flagging. The German coalition government formulated a new maritime policy in late 2013, wherein the government, among other things, will refrain from performing or contributing to national regulations unless decided by the IMO, in order to avoid adding further pressure on the industry.

Source: [Shipping Watch](#)

## **RNLI crew rescues family from Loch Ness boat**

DRAMATIC footage of a family being rescued by the RNLI after running aground has been released. RNLI Loch Ness lifeboat volunteers raced to respond to an emergency call after a family on holiday in a cruiser on Loch Ness ran aground at the Foyers river mouth. Crew members Llew Bailey, Jamie MacPherson and Martin Douglas took the Atlantic 75 class lifeboat to rescue the family on holiday from Stourport-on-Severn, Worcestershire. The Drumnadrochit based volunteers found the cruiser hard aground. No-one on board was injured.

RNLI volunteer crew member Llew Bailey said: “This was my first rescue as a crew member and it is good to know that all the training has paid off. The family did exactly the right thing by calling for assistance, had their lifejackets on and complied with every instruction given. We are also very grateful to Gordon on the MV Monadliath who took the family out of the rain and made them very comfortable, exactly the response you’d expect from the maritime community.” [Source : Scotsman](#)

## **Almost there! Mumbles lifeboat appeal nears £136,000 target**

**YOU'VE nearly done it!**

Well-wishers and fundraisers in Swansea and beyond are on the brink of hitting the £136,000 Money for Mumbles appeal. The RNLI campaign to help equip the operations room, gallery and mechanics workshop at the new Mumbles all-weather lifeboat station was set to wind down in the coming weeks. Charity officials said that proceeds to come in from the Mumbles raft race and last month's JCP Swansea Half Marathon were expected to boost the coffers to £135,000. So the finishing line is now in sight. RNLI spokeswoman Danielle Rush thanked everyone involved in the half marathon and raft race, plus all those who had chipped in pounds and pennies since the appeal was relaunched in May last year. She also thanked the Evening Post for its coverage over the last 15 months. “People have pulled out all the stops,” she said. “We are almost there.” There have been some creative and quirky fundraising activities in that time, including a pub crawl by magician duo Ashley Rose, of Sketty Park, and Ben Brown, of Three Crosses.



Their sleight of hand resulted in punters parting with £485 in eight pubs in Gower and Swansea. Lifeboat crew members, friends and family rattled collection buckets on a sponsored walk along Swansea promenade, while Nev Wilshire — Save Britain Money boss and star of BBC3 documentary series *The Call Centre* — helped promote the raft race last summer by entering a team in the event. In the background, RNLI contractors BAM Nuttall got cracking on the tricky task of building a £9.5 million lifeboat station at the end of Mumbles Pier. Battered by winter gales and horizontal rain, and using divers to fashion the all-important launch slipway, workers finished the job early this year ahead of a grand opening on March 14. The RNLI also took delivery of the Tamar class lifeboat Roy Barker IV, which has already helped

rescue several people in difficulty. The lifeboat station has been present in Mumbles for some 170 years, with 18 crew losing their lives saving others at sea during that time. [Source : southwales-eveningpost](#)

## NAVY NEWS

# Import-dependence impacting Indian forces' combat-readiness

By Admiral Arun Prakash

The commissioning of **INS KOLKATA** in Mazagon Docks Ltd (MDL) Mumbai, with due pomp and circumstance, on Aug 16 by Prime Minister Narendra Modi was an event of considerable significance for both the Indian Navy (IN) and the nation. So far the biggest Indian-built warship to join the navy, the size, firepower and advanced technologies incorporated in this 7,500-tonne guided-missile destroyer make it a formidable weapon platform.

What places the **INS KOLKATA** many notches above most of its contemporaries is the advanced multi-function radar embedded in its mast and a long-range surface-to-air missile (LR-SAM) to be delivered shortly. Two sister ships of this class will join the IN in due course, adding more punch to our navy which is rapidly approaching world-class status. While the successful commissioning of this potent warship does call for celebrations, exaggerated claims about the levels of indigenisation and hyperbole about self-reliance also demand quiet introspection.

Excessive self-delusion can prove just as damaging as unnecessary self-denigration; and nothing proves this better than the sorry state of defence research and production that has pushed India to No.1 position as an arms importer. Kolkata's commissioning is an opportune juncture to strike a balance sheet which may help us break out of the vicious circle of delayed indigenous projects and increasing import dependency. On the positive side, the Directorate General of Naval Design, which started in the 1960s with the modified Leander class frigates, has over the years brought great credit for itself by creating a series of elegant, functional and combat-worthy warships of the Delhi, Shivalik and now the Kolkata class. The Kolkata's design claims 'stealth' features, which should render it difficult for the adversary to detect. The navy's unique Weapon and Electronic Systems Engineering Establishment (WESEE), undertook the herculean task of integrating the melange of Russian, Israeli, Dutch, French, Italian, and Indian systems which went into this ship. Nowhere else in the world is such a complex undertaking attempted, but WESEE's endeavours have been invariably rewarded with success. To WESEE also goes huge credit for developing the electronic nerve-centre of the ship, its combat management system or CMS - again a unique and sterling achievement. MDL, a public sector shipbuilding yard, deserves praise for having skilfully built and steadily delivered high quality warships and submarines to the IN for the past half-century. At the same time there is no denying the fact that every MDL project has been dogged by huge time delays (Kolkata took 11 years to build) and embarrassing cost overruns, which have had an adverse impact on the navy's force levels and fiscal planning. Warship building is supported by a network of dedicated ancillary industries which produce most of the systems required for 'domestic and hotel services' on board warships. It is their contribution, added to the steel hull of the ship, welded in MDL, which appears to underpin inflated claims of indigenous content (perhaps by weight or volume) made for all our warships - including the Kolkata.

However, we need to squarely face the fact that the ability of Indian built warships 'to move, to see and to fight' comes almost exclusively from high-technology systems imported from abroad. A media scan shows that the Kolkata's gas-turbine engines, generators, propellers and shafting, gear-box, gun systems, the surface-to-surface and surface-to-air missiles, and radars are all imported. Most systems claimed as 'indigenous' have been assembled under licence - with minimal value-addition by Indian scientists. Thus, if the value of imported content is reckoned, it may come to as much as 70-80 percent of the ship's cost. Here it is appropriate to cite two outstanding success stories related to the DRDO. One emanates from its Naval Physical and Oceanographic Laboratory (NPOL) which has provided a state-of-the-art 'Humsa' sonar, as well as other anti-submarine warfare (ASW) devices for the Kolkata. The provenance of Humsa sonar goes to 1975 when a brilliant naval electronic engineer, Lieutenant Arogyaswamy Paul Raj, led a NPOL team to develop an advanced panoramic sonar; then at the cutting edge of technology. Since then, the IN and NPOL have worked in close collaboration to successfully develop a series of ASW systems that equip our front-line ships today.

The second instance relates to an offer made by the Israeli Navy to the IN in 2004-05, on behalf of their industry, of a long-range missile with superior anti-aircraft and anti-missile defence capabilities. The 'cherry on the cake' was to be the new multi-function phased-array radar that accompanied it. There was no altruism behind this offer; the small numbers required by the Israelis made the project economically unviable for them, and there were not many nations

they could trust with such sensitive technology. Driving a hard bargain, the IN obtained Israeli agreement for joint development and co-production of systems.

Showing eminent good sense and pragmatism, the DRDO leadership agreed to the navy's proposal for a path-breaking tripartite collaborative arrangement with the Israelis for the development of the LR-SAM. The funding as well as manpower liabilities were shared by the IN and DRDO. The project, involving DRDO scientists, naval engineers and the defence-industry has rendered tremendous benefits to all three participants and, notwithstanding development delays, will bring the IN to front rank of navies technologically.

Are there any lessons to be learnt from the **INS KOLKATA** experience? Should we not replicate success stories? As the new government takes stock, the import dependence of our armed forces must figure on top of its national security agenda, because it extracts a huge toll in terms of combat-readiness and renders 'strategic autonomy' a meaningless nostrum.

Trapped in a time-warp, our defence research and production establishments are verging on dysfunctionality, but there is no one to either take responsibility or demand accountability. The PM's recent exhortation to DRDO scientists to accelerate research and produce timely results will remain rhetorical till a dedicated Raksha Mantri sits in South Block. **Source: Ianslive**

## **Binnenkomst nieuwe stationsschip in de West**

Aanstaande maandag om 09.00 uur is het weer zover! Het nieuwe stationsschip in de West zal ceremonieel de haven van Willemstad binnen varen.

**Zr.Ms. Holland** neemt het stokje over van **Zr.Ms. Groningen**, die de afgelopen vier maanden de taken van het stationsschip in de West heeft waargenomen. De Holland is eenzelfde soort schip als de Groningen: een Oceangoing Patrol Vessel, dat uitstekend is uitgerust voor counterdrugoperaties, kustwachttaken zoals visserijinspectie, inspectie op milieudelicten en search and rescue-taken. Ook is het schip gereed om humanitaire hulp te verlenen na (natuur-) rampen zoals bijvoorbeeld de passage van een orkaan.

## **SHIPYARD NEWS**



August 22 keel laying ceremony of **Holland America's** new vessel, **Hull 6241**, currently under construction at the **Fincantieri Shipyard** in Marghera Italy. Vessels name will be released in September. **Photo : Ed van Weijen ©**

## **Ferguson Shipyard owner hived off £600,000 of the firm's assets to another one of his companies before the administrators were called in**

A SHIPYARD owner sold £600,000 of the firm's assets months before they plunged into administration. Millionaire Alan Dunnet, who cried last week as he axed 77 workers, hived off land and buildings from Ferguson Shipbuilders to another firm he owns in a deal that could net him a profit. The move was discovered by the Daily Record as administrators were last night trying to find a buyer to take on the business and salvage jobs. It means any new owner of the last commercial Clyde shipyard may have to buy the property back from Dunnet's other firm Holland

House – or pay him rent. There is no suggestion the transactions were in any way illegal. It is understood Holland House paid market value. Local Labour MSP Duncan McNeil said: "We now know that this land was being transferred to look after the interests of the owner but who was looking after interests of the staff? "To hear Mr Dunnet was doing this in the background will come as a further shock to them." Shipyard workers didn't want to speak out but a union insider said: "No one had a clue. The 77 staff who lost their jobs will be surprised to find out he was doing this since last November."

Some axed staff said they would raise the Record's revelations today at a meeting with First Minister Alex Salmond at the yard. Dunnet, who lives in Greenock, is believed to be on his yacht. Richard Deane, his fellow director at Ferguson Shipbuilders, confirmed: "The yard was sold to Holland House at market value and was independently valued. There is an opportunity for a successful bidder to rent the place. "The £600,000 was taken off the debt which Ferguson owe Holland House. "Mr Dunnet should not be painted as the villain. Given the millions he has put into the shipyard, he is the hero as it could have closed several times. "He isn't around as he's taking customers on a business trip." The background deals are shown in Companies House documents. As well as being a director of Ferguson Shipbuilders, Dunnet is a director of Holland House Electrical Company Ltd in Glasgow. In November, records show Holland House paid £500,000 for three pieces of land and buildings at Ferguson's Port Glasgow base.

On June 14 – nine weeks before administrators were called in last Friday – a £100,000 deal was done with Holland House for more land and property. Accounts show Holland House were owed £1.4million by Ferguson Shipbuilders, suggesting the deals were to meet some of that debt. Shipyard workers celebrate hold caps in the air boiler suits overalls shipbuilding River Clyde Holland House have supported Ferguson Shipbuilders with loans since Dunnet and members of his family took over in 1995. McNeil said: "I will be pressing to find out who knew what and when about this. The Government have known about problems with this yard since December. "It is a totally unacceptable situation for the employees who face such uncertainty." Much of the yard's work was building roll-on roll-off ferries and the Scottish Government have set up a taskforce to try to secure to new work for the site. A spokesman said: "Our priority is to attract a new investor who will take the shipyard forward as a going concern." Meanwhile, three bidders were last night being lined up to take over Ferguson Shipbuilders. Rangers FC directors and bus tycoons Sandy and James Easdale have been joined by two other mystery parties. It's understood bidders have not been put off by the land transfer deals done by yard owner Alan Dunnet. However, insiders say it has added problems to tense negotiations over the yard's future. The Easdales, who own McGill's buses in Greenock, confirmed on Wednesday they were submitting a bid . Administrators KPMG had set a 5pm deadline for bids yesterday but they declined to comment on the details. The bids will be discussed at a staff meeting with First Minister Alex Salmond at the Port Glasgow yard this morning. KPMG were called in last Friday when Dunnet announced to staff that the business could no longer go on. The firm blamed "significant cash flow pressures" in recent months. Local MSP Duncan McNeil said: "We need to move towards getting a new owner and the fact that there has been this land transfer must not act as a barrier to that." **Source : daily record**

## **German Shipyard FSG Re-organizes Top Management**

**Flensburger Schiffbau-Gesellschaft (FSG)** says it will be headed by a new management team from January 1st 2015, details as follows:

Current Chief Technology Officer **Frank Bywater** will be joined by **Markus Bartsch** as new Chief Executive Officer. Current CEO **Peter Sierk** will take over the management of FSG parent company **NSH (Nord- deutsche Schiffbau-Holding)** and as a result take responsibility for overall strategy as Chairman at FSG.

"Over the past two years we have seen how the switch from series to special ship building at our yard has brought with it an enormous new set of demands", says Peter Sierk. "Contracts are getting more complex and processes more multi-layered. If we now say that our 750 employees have to adapt and optimise then it stands to reason of course that the same has to apply to the management". He adds that, because of this, a decision was taken with the yard's managing partners at the start of the year to broaden management, create additional areas of competence and spread the overall burden of responsibility across a number of shoulders. "In spring we were able to win Frank Bywater for the yard – an internationally recognised and established shipbuilding expert – and in Markus Bartsch we are in addition now gaining an engineering expert whose reputation is just as great", Sierk says. "The planned restructuring of management will be completed in January 2015. "We will strengthen the entire concern as a result and, together, jointly ensure that the shipbuilders of Flensburg will continue to operate with success on the global market."

**Flensburger Schiffbau-Gesellschaft (FSG)** has sold, designed and built more than 760 ships in 143 years. For 14

of those years it has been the world's leader in the building of RoRo ships, cementing this position recently with an order for the construction of the world's first RoRo ferry with LNG propulsion. For several years the yard has concentrated on the promising offshore market and has succeeded in booking international orders for heavy load transport ships, seismic research ships and well intervention vessels. **Source: MarineLink**

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## **German Efromovich Will Put Brazilian Shipyards Up for Sale for \$1 Billion**

**Synergy Group Corp. Is Looking to Unload Its Two Shipyards in Rio de Janeiro**

Synergy Group Corp. is looking to sell its Brazilian shipyards unit for \$1 billion, exiting a business that has struggled to recover from a soured deal with the Venezuelan government. The Rio de Janeiro-based conglomerate, which is owned by businessman Germán Efromovich, furloughed the shipyard's 3,200 workers in early June and halted production for lack of cash, according to Omar Peres, an adviser to Mr. Efromovich. "We are working on the restructuring of the (shipyard) company's activity and the sale is likely by the end of this year," said Mr. Peres. He said there is interest from potential buyers, but he declined to name them. The shipyards, known as EISA and MAUA, both are located in Rio de Janeiro. The privately held Synergy Group is best known for its controlling interest in Colombia-based airline Avianca Holdings. Its other assets include hotels in Colombia and oil and gas fields in the region. Mr. Peres said Synergy posted revenue of \$9 billion last year. Mr. Efromovich's plan "is to sell all of his assets in the shipyard industry and concentrate its investments in his existing assets," Mr. Peres said.

Synergy Group acquired MAUA in 2002 followed by EISA in 2004. In 2006, EISA signed a \$1 billion contract with state-owned Petróleos de Venezuela SA, known as PdVSA, to deliver 10 oil tankers to the Venezuelan oil company by 2016, Mr. Peres said. The company built one tanker as part of the deal but never completed or delivered it to PdVSA, he said, because of a dispute over delayed payments by the Venezuelan oil company. Mr. Peres said PdVSA paid \$200 million, but the late payments created a cash crunch that delayed construction and put EISA behind schedule with other clients. Venezuela's economy is hobbled by rampant inflation and a chronic shortage of goods. The government in recent years has diverted billions in petroleum revenue from PdVSA to fund social projects, leaving the company with less to invest in oil production, which has stagnated. PdVSA didn't respond to a request for comment. Mr. Peres said EISA has a total backlog of around \$1 billion in orders, excluding the PdVSA contract. Earlier this week, Synergy reached an agreement with a U.S.-based investment fund to receive a capital injection worth \$120 million, Mr. Peres said. He declined to provide details about the fund. He said a first tranche of \$40 million would be used to pay EISA's employees. He said the \$80 million second tranche would be used to restart production. But EISA must first work out agreements with existing customers to negotiate new delivery dates and waive contractual fines for blown deadlines. He said those fines currently stand at about 300 million Brazilian reais (\$133 million). EISA's largest client is Log-In Logística Intermodal, LOGN3.BR +0.51% according to Mr. Peres. "In the next few days we will meet with our clients to try to suspend those fines in order for us to get back to our production," Mr. Peres said. Log-In won't comment until it receives a proposal from EISA, a company spokesman said. **Source : Wall Street Journal**

## **Aztech buys shipyard**

Singapore-listed Aztech Group has moved into the shipyard business. The tug and barge company said it had bought 100% of the shares in the company owning the leasehold in Pandan Road, Singapore. The yard has been renamed AZ Marine Offshore Services. The site has an area of 251,500 square feet and water frontage of 2,475 feet.

Aztech said the move was part of its overall strategy to "strengthen its core marine logistics capability, as well as expand its ship repair and maintenance capacity." Aztech's AZ Marine was founded in 2008 and operates 11 tugs and various barges. **Source : Tradewinds**

## ROUTE, PORTS & SERVICES



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## APM completes sale of Portsmouth site

Netherlands-based [APM Terminals](#) said Friday that it completed the previously announced sale of its container complex in Portsmouth to affiliates of Alinda Capital Partners, a big U.S. infrastructure investment firm, and Universities Superannuation Scheme Ltd., or USS, the largest private-sector pension fund in the United Kingdom. Terms of the deal weren't disclosed. The Portsmouth complex remains under lease to the Virginia Port Authority and, as also was previously announced, will be renamed Virginia International Gateway. [Source : pilot online](#)

## Russia to build oil hub for 750 million euro in Dutch Rotterdam

Earlier, a number of Dutch MPs and members of city council urged the port's authorities to ban or at least freeze the project for a while as Netherlands-Russia relations have worsened. Russian constructors will build an oil terminal, estimated at 750 million euro, in the Dutch port of Rotterdam despite the protests of several Dutch politicians, Netherlands' daily *Algemeen Dagblad* reported on Friday. The sanctions have not hit this project. Moreover, the construction of such oil terminal is of strategic importance for the country and the global oil industry in general", vice mayor of Rotterdam port, member of D66 democratic party, Pex Langenberg, said. Earlier, a number of Dutch MPs and members of city council urged the port's authorities to ban or at least freeze the project for a while as Netherlands-Russia relations have worsened because of sanctions. However, this initiative is unlikely to be supported by city authorities, the daily's statistics say. The oil hub with a capacity of 3.1 million cubic meters will be finished in Rotterdam port by Russian Summa construction company by the year 2016. [Source : ITAR-Tass](#)

## Cruise ship can use clean, shore-based electricity, but burns diesel in Vancouver due to lack of hookup

By Larry Pynn,

A cruise ship equipped to plug into the electrical grid is forced to burn polluting diesel while at dock due to a lack of appropriate connections at Port Metro Vancouver. The [Carnival Miracle](#) visits Vancouver in April and September, at the start and end of the Alaska cruise season. The ship has shore power capability and routinely connects to shore power in Seattle and in Long Beach, Calif., said Jennifer de la Cruz of Carnival Cruise Lines.

The ship must connect to shore power from the starboard side, but in Vancouver is assigned a port-side connection, forcing it to burn diesel. "It is not that Carnival Cruise Lines has chosen to shun shore power connectivity," only that it lacks a hook-up to "effectively reach that side of the vessel," she said. De la Cruz was reacting to a story Tuesday

revealing that fewer than one-third of cruise lines docking in Vancouver connect to the electrical power grid five years after the port made it available to reduce emissions and greenhouse gases.

The four of 14 cruise lines using electrical power are Princess Cruises with six ships, Holland America with three, and Celebrity Cruises and Disney Wonder, with one each. Those cruise lines not using the service are Carnival Cruise Lines, Crystal Cruises, Hapag-Lloyd Cruises, Noble Caledonia, Norwegian Cruise Line, Oceania Cruises, Phoenix Reisen, Regent Seven Seas Cruises, Royal Caribbean International, and Silversea Cruises.

John Parker-Jervis of Port Metro Vancouver spokesman said the Carnival Miracle is an occasional visitor and that the port's decisions on building infrastructure for shore-based power focused on ships making regular visits of up to 20 or more stops a season — and they get first priority. "They provide the greatest opportunity for connections and for shutting those engines off the most times throughout the year." Parker-Jervis added that the port has gradually increased the number of cruise ships using shore-based power. A total of 98 of the 243 total cruise ship calls to Vancouver in 2014 used shore power, saving about 3,000 tonnes in greenhouse gases. A report for Transport Canada for 2010 concluded that a total of 44 of 177 ships made connections. They used 2,024 megawatt-hours of electricity over 268 hours, saving 476 tonnes of fuel leading to a reduction of 1,521 tonnes of greenhouse gas emissions.

The port made dockside electrical power available in 2009. Carnival Corporation owns about half the global cruise capacity, including Princess Cruises and Holland America Line. The 293-metre Carnival Miracle has a capacity of 2,24 passengers and 934 crew, and cruises to Alaska, Hawaii, and Mexico. **Source : [vancouver.sun.com](http://vancouver.sun.com)**

## **Sohmen argues overcapacity benefits China**

Hong Kong: China is playing a very long-term game with its overall shipping plans, one of the world's best known names in shipping has told this site. Speaking with SinoShip News, Dr Helmut Sohmen, chairman of the BW Group, discussed the growing Chinese shipbuilding capacity, rising export/import volumes, and increasing investment in shipowning, both private and state-owned. "Let's face it," he said, "as a country, China can only benefit from overcapacity and generally low freight rates." Sohmen's thoughts on shipping cycles and how the industry has changed will be in the forthcoming issue of our sister title, Maritime CEO magazine. **Source : [Sino Ship News](http://SinoShipNews.com)**

## **UASC: Size matters**

Dubai: For at least five years now, the container sector has been in indifferent health. Several efforts have been made by the big players to improve profitability – forging alliances, resorting to slow steaming, announcing unmaintainable rate restoration initiatives. **United Arab Shipping Corporation (UASC)** thinks it has the problem licked by introducing such economies of scale into its operations as to remain profitable with even rates that, on the face of it, appear unremunerative.

"If we have good load factors, and resort to slow steaming, our slot costs go down significantly," says the Dubai-headquartered shipowner's president and CEO **Jorn Hinge**. "We can ensure that our slots are filled by having joint container pools, joint terminal contracts and container interchange arrangements," he adds, in a nod to ongoing speculation that UASC will be drawn into some container alliance soon. "Alliances make good sense in liner shipping. They allow lines to adjust capacity more easily to fluctuating market demand," Hinge says. UASC's belief in its strategy is apparent from a fresh \$2.3bn newbuilding programme at Korea's Hyundai Heavy Industries, involving 11 latest-generation 18,000 teu leviathans, of which partner China Shipping Container Line (CSCL) has ordered five – for delivery beginning the second quarter of 2015. These marine jumbos are in addition to an equal number of 14,000 teu vessels already on order, and which will start joining the fleet from November this year. Many of them would use the freshly dredged Panama Canal. "We had a very good experience with the operation of our 13,000-teu A13 class containerships, which were delivered to us in 2012," says the jovial UASC boss. "We were able to save almost \$200m in slot costs with these fuel-efficient vessels, and they encouraged us to go in for the even larger sized ships. We also decided to scrap our entire old lot of fuel-guzzling 2,000 teu A2 vessels." However, UASC lacked the confidence of being able to fill all the 18,000 slots on its own, and decided to ink a slot-sharing deal with CSCL. "We can now get the operational savings, and with a reduced risk of underutilisation," says Hinge.

The jumbos that Hyundai Heavy are constructing will feature several design innovations, including long-stroke engines which provide a slightly lower top speed, but substantially better fuel economy, as well as waste heat recovery systems. Premium hull coatings will minimise resistance through the water. "We have been told that the largest ships will run at 18 knots between Asia, the Middle East and Europe, and at 16 knots on the return leg," says Hinge.



With bunker prices accounting for a large chunk of running expenses, UASC opted for 'LNG ready' designs that will allow the vessels to be swiftly retrofitted for predominantly LNG burning, once a suitable international bunkering infrastructure is in place. It is the first container line to opt for a design that uses the environmentally friendly fuel. Additional savings via a significant internal reorganisation should also help UASC make further annual savings of around \$250m. Lean yet large seems to be the way for UASC. United Arab Shipping Corporation (UASC) was set up by the governments of Bahrain, Iraq, Kuwait, Qatar, Saudi Arabia and the United Arab Emirates in 1976. Qatar's holding of the containerline now stands at 51.3% after a series of capital increases. UASC's huge orderbook should see it operate a fleet carrying more than 500,000 teu in the coming three years. **Source : Maritime CEO**

## **The slow death of the 'national line'**

The world of container shipping is not an easy business to make money in by anyone's standards, but for what can be characterised as "national lines" the modern day landscape has been especially tough. The Shipping Corporation of India (SCI) is mulling exiting the sector, a decision not dissimilar to that made by Malaysia's MISC two years back. Both companies operated national lines that held relatively small market positions, in MISC's case 27th by slot capacity, SCI's according to analyst Alphaliner 50th as of August 2014.

Lines such as MISC (formerly Malaysia International Shipping Corp) and SCI were designated to help their country's trade and move it on domestically owned ships. Some 25 or 30 years ago this concept made sense in terms of how the world worked, as full scale globalisation had yet to take hold, so it followed you would want to move your exports on vessels your country owned. As globalisation took a hold this concept largely went out of the window. Goods were increasingly manufactured in multiple locations around the world parts and unfinished goods shipped from one place to another until finally there was a product for re-export from its final place of assembly. Even commodities such as seafood from Europe for sale in the same country they are caught are shipped many thousands of miles to Asia to be processed and shipped back.

Container shipping is to thank for this – it enabled remarkably cheap shipping across the globe that meant locally based manufacturing or processing was no longer a necessity. This was also extremely bad news for the national line as its role became ever more redundant as they were out-competed by major private or family-owned players who either leveraged economies of scale or niche market strategies.

A glance through today's most successful in the sphere is an interesting exercise, the most successful were and remain from their roots private businesses backed in majority by individuals or families, even if they are public-listed. At the top of the tree we have Maersk Line, which has racked up an impressive \$1bn profit in the first half of 2014, and they are followed by Mediterranean Shipping Co (MSC) privately run family company based in landlocked Switzerland. Of lines that have taken a more niche approach Hamburg Sud with its acquisition of CCNI is set to make the top 10 of container lines globally, while family-owned Pacific International Lines occupies a strong position in the Africa and intra-Asia trades, even profitability has been mixed in the last few years based on figures from a recent bond issue prospectus. While the national shipping company has become a thing of the past in the container sector there are other parts of shipping where it remains very much alive and well. The LNG trades where long-term transportation deals are the norm, and the world's largest LNG carrier owner is Qatar Gas Transport Company (Nakilat) built around the country's huge volume LNG exports. **Source: Seatrade-Global**

## **Evergreen Line Makes Maiden Call to Boston**

Evergreen Line's **Ital Lunare** celebrated its maiden call to the Port of Boston with an official first call and plaque presentation on Wednesday, the Massachusetts Port Authority (Massport) announced. This is the first time Evergreen Line has called Boston directly in nearly 30 years.

"The **Ital Lunare** was bringing more than just cargo when she arrived at Conley Terminal this week," said Massport CEO Thomas P. Glynn. "She was bringing new opportunities for the New England shipping community to do business with the world and to continue to generate billions of dollars in economic impact each year and support thousands of good-paying, blue collar jobs." Evergreen, the fourth largest container shipping line in the world by capacity, boasts its commitment to minimizing the impact of container shipping operations on marine life, port communities and worldwide. With this ship's call, Evergreen can now service the New England market and consumers directly rather than having to go through the Port of New York/New Jersey. The ItalLunare has been added to the weekly AWE2 (NUE2) service between North Asia and the U.S. East Coast. This service, which is operated by the recently expanded

CKYHE alliance, calls Qingdao, Shanghai, and Ningbo, China before crossing the Pacific Ocean, transiting the Panama Canal, and then calling the U.S. ports of New York, Boston, and Norfolk, Va.

“As we move forward with the dredging of Boston Harbor, we expect to continue to see new lines and new, bigger ships calling Boston,” said Massport Port Director Deborah Hadden. “New England is an important global market and the Port of Boston offers unparalleled access to this market as well as first-class service.” In recent months, the Port of Boston’s Conley Terminal has seen steady growth in container volume. During the 12-month period between July, 2013 and June, 2014 Conley Terminal saw 13-percent growth on its Asia service (AWE2) and 6-percent growth overall. The number of containers handled per ship call on the AWE2 service also increased 15-percent during the same period. In addition to this growth, crane productivity and truck turn times – both key measures of container terminal performance – have steadily improved even as volumes have grown to their highest levels since 2007. “Our average gross crane productivity is up more than 15-percent compared to last year and we have consistently maintained average truck turn times between 30 and 32 minutes at our gate for the past 12 months,” said Hadden. “These numbers reflect our commitment to providing superior service and reliability to our customers.”

With the August 20 maiden call of the Itallunare, Evergreen became the third major global container shipping line to call the Port of Boston directly from Asia. Hanjin Shipping’s Milano made its maiden call to Boston earlier this month and COSCO, the fifth largest container shipping line in the world by capacity, has been providing direct weekly service between Boston and Asia with partners “K” Line, Yang Ming, and Hanjin since 2002. The world’s second largest container shipping line by capacity, MSC, operates two weekly services at the Port of Boston. One service runs to and from North Europe and the other runs to and from the Mediterranean with connecting service to the Middle East and South Asia. Each year, more than 1.5 million metric tons of cargo passes through Massport’s terminals in the Port of Boston, which provide the shipping facilities New England needs to compete in the global economy. **Source :** [marinelink](#)

## **CSCCL and OOCL to launch joint service with CMA CGM**

China Shipping Container Lines(CSCL), Orient Overseas Container Lines (OOCL) have teamed up with CMA CGM and Pacific International Lines (PIL) on routes between Northeast Asia, Australia and New Zealand from early November. The weekly service will depart from Shanghai and turn around in 49 days, offering extensive port coverage in Asia and New Zealand, with a stop in an Australian port on the way from Asia. The full port rotation and phase in plan will be confirmed by end of this month, once final arrangements are made. **Source :** [Sinoshipnews](#)

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



22-08-2014 : The pilot disembarking from the [M/S CALEDONIAN SKY](#) in Puerto Princesa/Philippines  
Photo: [Captain Niklas Peterstam - Master M/S Caledonian Sky](#) ©