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Skyline of Rotterdam as seen from www.rotterdamoffshore.com Waalhaven Rotterdam
Photo : Martin van Leest - www.rotterdamoffshore.com ©

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The **NAVIGO SUCCES** under the rainbow passing Maassluis enroute Rotterdam - **Photo : Kees van Schie ©**

Happisburgh Lifeboat crew called out



Happisburgh R.N.L.I. Lifeboat Station volunteers were called into action on Saturday , to a yacht which had been anchored of Happisburgh since early morning. Coast Watch at Happisburgh had been keeping an eye on the yacht and had not seen anyone on board so contacted Humber Coastguard, who in turn requested Happisburgh RNLi Lifeboat to launch in order to check the yacht.

The lifeboat was launched just after 1.30pm and five minutes later were alongside the **'Barjewel of RHU**, where they found the crew safe and well although the yacht had a mechanical problem, which they were working on and expected to finish soon. Happisburgh crew made sure the crew of the yacht were able to contact Humber Coastguard by radio before returning to station. **Source : EDP24**



The **FLINTERZEE** outbound from Rotterdam – Photo : Krijn Hamelink ©

Financing go-ahead given for innovative Dutch offshore windfarm

By Peter Barker

A consortium of banks have agreed financial closure for the Dutch Westermeerwind windfarm, giving a green light to a project taking up the challenge of cost reduction through innovation. The deal involves a total funding of approximately €320m for the turn-key construction of Westermeerwind in IJsselmeer, agreed with a consortium of banks headed by ING and Rabobank. Westermeerwind partners are Ventolines, Koepel Windenergie, Siemens and TenneT. Companies contributing to the project include Ballast Nedam and Mammoet for foundation and turbine installation with VSMC responsible for cabling and the electrical substation. Energy company Enerco will purchase electricity from the windfarm for 15 years.

The **SVANEN** Photo : Monique Davis-Mulder ©

The windfarm itself is being developed by Siemens. At a time when windfarms are tending to move further offshore, Westermeerwind is notable in that it is a near-shore project, comprising 48 3MW Siemens turbines between 500m and 1,100m from the dikes of the Noordoostpolder in water between 3m and 7m deep. The site is considered one of the windiest and therefore most energy-efficient locations in the Netherlands.



The monopile foundations, manufactured by SIF Group in Roermond will be 5m in diameter with an average length of 40m and weighing between 250t and 300t each. The turbine towers themselves will have a direct flange connection with the monopile with no transition piece. The driving operation (using an IHC Hydrohammer) will be performed on the flange. Following pile-driving a concrete maintenance platform will be attached and the wind turbine installed. Ballast Nedam will design, deliver and install the 48 foundations with Mammoet transporting and installing the turbines themselves. Installation work is scheduled to commence in March 2015 with first energy produced by the end of the year. What is described as “intensive collaboration” with Siemens allowed an integrated approach to the project’s design from an early stage: an approach that not only optimised costs, but achieved certification of the windfarm design prior to financial close. An important aspect here is that it represented a significant advance in the control of risk and failure costs. Ballast Nedam and Mammoet complement each other with their respective experience and knowledge in the skills and challenges of the

offshore wind scene, a consequence being the ability to provide turn-key solutions. Ballast Nedam have contributed to specific requirements including the handling and installation of heavyweight foundations. Their heavy lift vessel Svanen, originally built to assemble heavy concrete bridge sections has proved particularly well suited for this role. Similarly Mammoet are no strangers to the offshore wind industry with experience in load-outs, transport, weighing and transshipment. Their history with heavylift projects provides a natural extension of the skills required to optimise the logistical process associated with the large and heavy components involved with the offshore wind industry.

Source : Maritime Journal



The **PLUTO** seen berthed in Auckland, New Zealand last Sunday Photo : Larry Tompkins ©

LATEST FREMONT TUGBOAT BLOG AVAILABLE

The latest Fremont Tugboat Blog (Mark Freeman's Rudderless Newsletter) is now available.

Go to www.fremonttugboat.com and click "Blog" on the left of the screen.



The 2013 built MLT flag cruise liner **EUROPA 2** leaving the Grand Harbour, Malta on Saturday 16th August, 2014 from Valletta Cruise Port. Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©



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Scandline's **PRINS RICHARD** which Hybrid ferry services the route Rodby (Denmark) <-> Putgarden (Germany)
Photo : Maart Barnhoorn ©

NEW HAPPY STAR FITTING OUT AT ZHEJIANG OUHUA SHIPBUILDING



Big Lift's newbuilding **HAPPY STAR** is seen at the builder ZHEJIANG OUHUA SHIPBUILDING CO. LTD.in Zouchan the vessel will leave the yard very soon with

destination the **Huisman Yard** in Zhanzhou were **two 900 ton cranes** will be installed **HAPPY STAR** offers unique lifting capabilities for the heavy lift and project cargo market. Her lifting curve ranges from 1,800 mt at 25 metres, 1,600 mt at 28 metres to 1,000 mt at 41 metres, with a lifting

height of nearly 47 metres above the main deck. With the weather deck extending over the full width of the vessel, her load space can be used to the utmost. The weather deck hatch covers are pontoon type and bear 15 t/m². The tweendeck is adjustable in height and **HAPPY STAR** can sail with open weather deck hatches on a draught of up to 8 metres. The vessel will have Finnish/Swedish 1A



Ice Class notation. **BigLift Shipping** is one of the world's leading heavy lift shipping companies, specialized in worldwide ocean transportation of heavy lift and project cargoes, with a history going back to 1973. **BigLift** strives for innovation, excellence and operational reliability, adhering to high standards of Health, Safety, Environment and Quality and operating to strict time schedules. A great variety of heavy and over-sized cargoes of long-standing clients in the oil & gas, mining and power generating industries, is carried worldwide by its modern fleet of thirteen specialized heavy lift vessels. A team of dedicated, highly skilled

professionals, with years of experience and the mindset to think creatively, enables us to offer innovative and safe solutions for clients' technically and logistically complex requirements. Careful planning, engineering, coordination and supervision ensure that safe transportation is all in a day's work. The **HAPPY STAR** is the sister of the **HAPPY SKY**. These flag ships have a lifting capacity of two times 900 mt, combinable to 1800 mt. The length of the vessels and the forward position of the superstructure offer a single large cargo hold and a wide open deck area. The vessels have the notation for open sailing, allowing for more flexibility for large and high cargoes. The vessels also have the highest



Finnish Ice class notation. A key factor in the safe and reliable operation of these super heavy lifters is to perform cargo operations without using any stability pontoons during lifting operations. Following questions from the market, both vessels' cranes were extended to provide more lifting height and more outreach, thus offering superior lifting capabilities. The cranes on both vessels are prepared to have the flyjib mounted, extending lifting height and outreach even further. With the entry of these newbuildings, BigLift's fleet of specialized heavy lift vessels will grow to a modern and versatile

fleet of 15 vessels. Supported by the highly qualified staff ashore and on board, the fleet forms the basis of our long-standing reputation as a top quality heavy lift company. **Photo's : Willem Ooms - IB-OOMS**

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The Harwich RNLI lifeboat **ALBERT BROWN** with 42 foot yacht slow motion after fouling her prop and rudder some 8 miles from Harwich Saturday 23rd august.

**Photo : Andrew Moors
RNLI Harwich lifeboat. ©**

Royal Caribbean sets up staff development center in N China city

AMERICA'S **Royal Caribbean Cruises Ltd** has set up a staff training center with a Chinese college in north China's port city of Tianjin. With an area of over 13,000 square meters, the center has training rooms for Western and Asian cooking, guest rooms and exhibition halls. It is located in Tianjin Maritime College. Maria Del Busto, chief human resources officer of **Royal Caribbean**, said the company will have five new ships put into service for lines starting from China in the next couple of years. The Chinese mainland hosted 285 international cruise ships and 660,000 inbound and outbound cruise tourists in 2012. Tianjin gained official approval for a national cruise liner tourism development zone last year. The international cruise home port in Tianjin was put into operation in 2010. It hosted 70 international cruise ships and more than 250,000 passengers last year. The number of outbound Chinese tourists through cruises reached 560,000 last year, according to the China Communications and Transportation Association. The number is expected to exceed 700,000 this year. **Source : shanghaidaily**



the **BRITANNIA** at the Ocean terminal in Leith. **Her Majesty's Yacht Britannia** is the former Royal yacht of the British monarch, Queen Elizabeth II, in service from 1954 to 1997. She was the 83rd such vessel since the restoration of King Charles II in 1660. She is the second royal yacht to bear the name, the first being the famous racing cutter built for The Prince of Wales in 1893. She is now permanently moored as an exhibition ship at Ocean Terminal, Leith, Edinburgh, Scotland. [CLICK HERE for more information](#) **Photo : capt. Geert Dijkema Master MTS Vanguard**



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Eighteen migrants die en route to Italy

Rome (AFP) - The Italian navy Sunday found the bodies of 18 migrants aboard an inflatable dinghy adrift south of the island of Lampedusa, media reports said. The navy ship Sirio, after spotting the boat was in difficulty, approached it and found 73 survivors along with the 18 dead, the reports said. The navy, coast guard and merchant marine have rescued more than 3,500 people since Friday in the stretch of the Mediterranean between Sicily and the Libyan and Tunisian coasts, the Italian news agency ANSA said. After two major shipwrecks last October that left more than 400 migrants dead, Italy launched a large-scale naval deployment dubbed "Mare Nostrum".

Most of the migrants making the risky and often deadly journeys come from Eritrea, Somalia and Syria, but there are also many arriving from across Asia and sub-Saharan Africa. More than 100,000 migrants have landed in Italy so far this year, according to the UN refugee agency UNHCR -- far higher than the previous record of some 60,000 who arrived in 2011 at the height of the turmoil triggered by the Arab Spring revolutions. Many travelled on to other European countries. Figures released at the end of July showed some 93,000 migrants had been rescued since the start of 2014. **Source : Yahoo**

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Hartmann unveils eco-friendly ethylene carrier

Leer, Germany, headquartered ship operator Hartmann Reederei has released more details of the three Eco Star 36K design 36,000 cu.m LEGCs (Liquefied Ethylene Gas Carriers) ordered earlier this year by Norway's Ocean Yield ASA.



After delivery, Ocean Yield will charter them to Hartmann Group on 15-year "hell and high water" bareboat charters, where the first ten years have a fixed charter rate and the last five years a floating charter rate. They will each be powered by a single MAN B&W ME-GI low-speed, diesel cycle, dual-fuel engine. The engines will run on ethane, marking the first time ethane has been used as fuel to propel an oceangoing vessel. The ships will be built by Chinese shipbuilder Sinopacific Offshore & Engineering and are scheduled for August, October and December 2016 deliveries.

Developed in by Hartmann in cooperation with engineering consultant HB Hunte Engineering, of Oldenburg, Germany, the Eco Star 36K differs fundamentally from conventional gas carriers, with its superstructure located at the bow. This results in optimized distribution of weight and, therefore, a reduced demand for ballast water, leading to reduced fuel consumption and emissions. A new "svelte" bow design enables the vessel to improve seakeeping at higher transit speeds and improves fuel efficiency. Hartmann says that the type of MAN B&W engine installed on board of these ships is characterized by its particularly high reliability and low fuel consumption. Its low emissions meet the requirements of IMO Tier II. Eco Star 36K will be able to operate on HFO, MDO and gas oil, as well as LNG, and also on ethane. It can also utilize the boil-off gas from its cargo. The vessel's autonomous gas fuel tanks are constructed

for ethane and LNG and enable an operating range of about 10,000 nautical miles. Additionally, the design includes heavy fuel tanks of the same operating range. If necessary, it is possible to switch over from gas to diesel fuel operation and vice versa immediately.

Propulsion efficiency will be further improved by adopting a MAN Kappel propeller with rudder bulb system and a Twist-flow Rudder developed by HB Hunte Engineering. Ship model tests at "Hamburgische Schiffbau-Versuchsanstalt" (HSVA) resulted in reduced energy loss and improved propulsion efficiency for this system. The gas plant, which was jointly developed and realized by Hartmann Reederei and HB Hunte Engineering, will be sheltered behind the superstructure. Its components will be provided by AC-INOX. Unlike conventional gas carriers with cylindrical or bilobe tanks, ECO STAR 36K adopts a new tank design developed by Hartmann Reederei: the Star-Trilobe-tank. This design consists of three cylinders combined into one. Thanks to better utilization of cargo hold space, this results in higher efficiency and allows an increase in cargo capacity by nearly 30% within the same ship dimensions – leading to reduced shipping costs through higher economies of scale.

The new vessels offer a cargo capacity of 36,000 cum each for liquefied gas cargoes up to -104°C. Presently, these vessels are the largest LEG-carriers worldwide. A long term subcharter for the three has been secured by Hartmann Group company GasChem Services with Saudi Arabian petrochemical company SABIC. SABIC has just announced a cracker upgrade to enable its Teesside, U.K. cracker to use ethane from the U.S. as a feedstock. The Hartmann Group will conduct full vessel management for the ethane shipments, ensuring the regular deliveries to SABIC's Teesside cracker.

Main Dimensions

Length o.a.: approx. 188 m

Length b.p.: approx. 179 m

Breadth, molded: 29.00 m

Depth to main deck, moulded: 17.50 m

Depth to trunk deck: approx. 23.50 m

Design draft (ethane): 9.50 m

Source : MarineLog



American Eagle tanker's 1998 built 106.127 DWT [EAGLE PHOENIX](#) navigating the Jurong Fairway in Singapore last Friday [Photo : Piet Sinke](#) © [CLICK on the photo !](#)

Chelsea takes delivery of newbuild PSV

The newbuild PSV **GAYATRI DEVI** has been delivered by Guangxin Shipbuilding & Heavy Industry in China. The Focal 522 design is owned by Gayatri Offshore Limited but will be operating under the commercial management of Chellsea.

GAYATRI DEVI has an overall length of 78.0m, breadth of 18.6m, and a deck area of 800m². The vessel has a deadweight of 4,002 tonnes, a deck cargo capacity of 1,600 tonnes and total propulsion of 5,920bhp. The vessel comes with an accommodation capacity for 59 persons, DP 2 stationkeeping and FiFi 1 notation. **Source : Offshore shipping Online**



Following a spectaculair leg extension project during which project the legs were extended with 10 mtr from 160 to 170 mtr at the **Damen Shiprepair yard** in Vlissingen the **ROWAN VIKING** rig left Vlissingen early Sunday morning 24th of August under tow of **MAERSK LASER** and **KL SANDEFJORD** with **Multratugs 16** and **26** assisting **Photo : Hans van der Linden www.aerolin.nl @AerolinPhotoBV** © the Rig arrived in May at the yard , [click HERE to see the arrival video](#)

Seychelles government welcomes arrest of Somali pirate chief as positive step in ensuring security in the region

The Seychelles government has commended the effort of the Somali government following the arrest of one of Somalia's most notorious pirate chiefs, Mohamed Garfanji. Garfanji is said to be responsible for multiple ship hijackings and hostage takings including of Seychellois nationals. In a joint press statement issued this morning the Seychelles Ministry of Home Affairs and Transport and the Ministry of Foreign Affairs said, the arrest is viewed as a positive step towards ensuring the security of the western Indian Ocean region which Seychelles shares with Somalia.

"The arrest of Garfanji is also testament to the concerted efforts of the international community to disrupt the Somali piracy model and end the scourge, which has been plaguing the Indian Ocean since 2005," read the statement.

Garfanji is allegedly responsible for kidnapping and torturing two Seychellois fishermen as well as hijacking Seychelles flagged ships and the island nation's government had been actively involved in international efforts to bring him to justice. In October 2011 Rolly Tambara, aged 70, and Marc Songoire, aged 63, were taken hostage by Somali pirates while they were fishing and remained captive in Somalia for a little over a year before being freed.

"Seychelles had issued an International Arrest Warrant that INTERPOL used as the basis for an INTERPOL Red Alert Notice on the pirate kingpin, Mohamed Garfanji," read the statement.

Expressing his satisfaction on the latest development the archipelago's Minister for Home Affairs and Transport, Joel Morgan said "This high profile arrest sends a clear message that there shall be no impunity for those who engage in pirate activity and criminals who profit from the suffering of their victims will be brought to justice and suffer the full consequences of their crimes." According to an AFP report Mohamed Garfanji was seized late Sunday in the Somali capital, Mogadishu. Quoting foreign and Somali security forces, AFP said Garfanji was captured along with several of his well-armed bodyguards. Garfanji is the second Somali pirate commander to be arrested, following last year's arrest of Mohamed Abdi Hassan, better known as "Afweyne" or "Big Mouth". Afweyne, who was made to believe that he was to take part in a film on piracy, was arrested by Belgian police after he landed at Brussels airport on charges of kidnapping and piracy. Believed to have been largely responsible for the spread of piracy since 2007 from pirate strongholds such as Haradheere and Hobyo on the coast of Somalia, Afweyne is also believed to have been involved in the kidnapping of another group of Seychellois nationals in March 2009. Captain Francis Roucou, the skipper of the Indian Ocean Explorer, was hijacked along with six other crew members on their way to the Seychelles main island of Mahé after dropping a party of tourists at Assumption, an island of the Aldabra group some 1,140 km Southwest of Mahé. The seven men were held captive in Somalia for over two-and-a-half-months. In spite of piracy remaining a real threat, multilateral naval surveillance and interventions and the presence of heavily-armed guards on cargo ships which began in the past few years, have led to a sharp decline in hijackings off the Somali coast, with only 15 incidents reported in 2013 in comparison to 75 in 2012 and 237 in 2011.

The Indian Ocean island nation of the Seychelles, geographically close to the Somali coast, has placed itself at the forefront of the fight against piracy, working with the United Kingdom and the European Union to apprehend and prosecute suspected pirates in the tiny island nation of 90,000 inhabitants. The island country prosecuted the largest number of Somali pirates between 2009-2013. To date 124 pirates have been convicted. 23 are awaiting trial. The awaiting-trial prisoners are taken to the Montagne Posée prison in the lush tropical mountains of the main inhabited island, Mahé, where they are kept separate from the local prisoners, tried at the Supreme Court in the capital city of Victoria and eventually repatriated back to Somalia upon conviction. **Source : seychellesnewsagency**



The **STOLT ACHIEVEMENT** anchored off Singapore **Photo : Piet Sinke © CLICK on the photo !**

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Business meeting at the Winebos restaurant in Singapore last Friday evening between **Bram Belder** (right) of **Emerson** and **Capt Piet Sinke** of **Maasmond Maritime Services** about upcoming projects in the Far East. **Emerson** combines industry knowledge, manufacturing expertise, and technological innovation to offer a broad portfolio of products and services to our customers across a wide range of

industries. Emerson's goal is to design, produce and deliver products, systems and solutions that matter... that make people's lives better around the world. **Emerson** based in St. Louis, Missouri (USA), is a global leader in bringing technology and engineering together to provide innovative solutions for customers in industrial, commercial, and consumer markets around the world. The company is comprised of five business segments: Process Management, Industrial Automation, Network Power, Climate Technologies, and Commercial & Residential Solutions. Sales in fiscal 2013 were \$24.7 billion. For more information, visit www.Emerson.com or [CLICK HERE](#)

ZIM posts Q2 2014 results

ZIM published its results for the second quarter of 2014, on the backdrop of the successful conclusion of its debt restructuring on July 16, 2014, the company said in its press release. Under the terms of restructuring, Israel Corporation's holding in ZIM was reduced from 100% to 32%. The other shareholders are the company's creditors. At the end of July, the members of ZIM's new board of directors convened at the company's offices in Haifa, where they expressed their faith in the management, their full support in the continuing efficiency measures the company is pursuing and the company's business plan implementation. The dramatic reduction in debt, together with liquidity infusions, which was part of the restructuring plan, position ZIM to compete successfully in the shipping industry. Finalizing the complicated restructuring paves the way for renewed momentum, the company is now prepared to ride

the wave of global economic recovery. The "New ZIM" is concentrating its efforts on executing its business plan, which in substance focuses on profitable lines where the company offers added value to its customers, while improving and upgrading its points of interface with customers and continuing to improve its operating efficiency.

For the second quarter of 2014, ZIM reported a loss, before interest and tax (EBIT), of about \$9 million, reflecting sharp improvement compared to the corresponding quarter of 2013, for which it reported an EBIT loss of about \$29 million. Second-quarter EBITDA totaled close to \$29 million, compared to approx. \$12 million in the corresponding quarter of 2013. Operating cash flow totaled close to \$19 million in Q2 2014, an improvement compared to about \$14 million in Q2 2013. These results do not reflect the restructuring impact. The volume of TEU containers carried in Q2 2014 of 2014 decreased by 2% compared to the second quarter of 2013, to 619,000 TEUs. Most of the decrease was due to terminating lines between Northern Europe and the United States (in mid-2013), and lines between Asia to Northern Europe (at the start of the second quarter of 2014). Revenue in Q2 2014 amounted close to \$875 million, compared to about \$977 million in the corresponding quarter of 2013. The reduction in revenues was a result of: (i) closing lines (ii) not having the revenues from the container manufacturing plant in China consolidated in Q2 2013 after it was sold during the third quarter of 2013 and (iii) the sustained pressure on freight prices. Freight rates per TEU averaged \$1,206, a drop of \$40 per container (3%) compared with Q2 2013. **Source : PortNews**

One of the VLCCs in Vela fleet was transferred to Bahri's ownership

Subsequent to The National Shipping Company of Saudi Arabia (Bahri) announcement on 21 July 2014 relating to merging the Vela fleet and operations with Bahri, Bahri announces that (Antares Star), one of the VLCCs in Vela fleet, was transferred to Bahri's ownership on Thursday 21 August 2014 and her name was changed to (Niban).

The remaining Vela vessels shall be transferred to Bahri on a staggered basis according to an agreed upon vessel delivery schedule with Vela and is expected to be completed before the end of 2014. The financial impact is expected during the third quarter of 2014, the company said in its press release. **Source : PortNews**



WTO's failed Bali accords on simplifying customs rules disappoints China

THE failure to reach an agreement on simplifying global customs rules by World Trade Organisation (WTO) members has been met with regret by China, which said the breakdown could damage multilateral trade. India torpedoed a global deal to standardise and streamline customs regulations, known as "trade facilitation" after it demanded freedom to subsidise and stockpile food than allowed by WTO rules, said Reuters. Many WTO member states, including the United States, voiced frustration after India's demands led to the collapse of what was the first major global trade reform pact in two decades.

WTO ministers had already agreed to the global reform of customs procedures in Bali last December, but were unable to overcome India's last-minute objections by a July 31 deadline. China hopes all parties can quickly resolve differences and escape the impasse, Chinese Commerce Ministry spokesman Shen Danyang said China was "worried"

about the possible negative impact on multilateral trade and Doha round of talks. "China has called for all related parties to push forward the implementation of the Bali ministerial conference and work out a balanced, practical plan this year to wrap up the Doha round," Mr Shen said. **Source : Asian Shipper**

Horizon Lines Receives 'Quest For Quality' Award

Horizon Lines, Inc. (HRZL), one of the nation's leading domestic ocean shipping companies, received Logistics Management magazine's 2014 Quest for Quality award in the Ocean Carriers segment. The annual survey is widely regarded in the transportation and logistics industry as one of the most important measures of customer satisfaction and performance excellence.

The company achieved high rankings from customers in the five attributes used to measure service excellence: on-time performance, customer service, value, information technology, and equipment and operations. "Commitment to serving the customer is at the core of our culture at Horizon Lines," said Steven Rubin, Interim President and Chief Executive Officer. "I believe we have a heightened sensitivity to service integrity by virtue of serving the unique, domestic markets of Alaska, Hawaii and Puerto Rico. Our associates understand the important role they play in meeting critical needs of these communities." He continued, "We want to thank our customers for their recognition of our efforts." According to Logistics Management, more than 7,400 logistics and supply chain decision makers voted in this year's survey, the publication's 31th annual Quest for Quality program. Horizon Lines has been honored with a Quest for Quality Award in seven of the past nine years, receiving top honors among ocean carriers in two of those years. **Source : Yahoo News**



The **THOMSON SPIRIT** enroute PTA in Amsterdam – **Photo : Marcel Coster ©**

£20.5 Million for Tidal Power in Scotland

Construction on one of the world's largest tidal power projects will begin in the Pentland Firth later this year, thanks to a £20.5 million investment, Energy Minister Fergus Ewing has announced. Once completed, the 269-turbine development could power almost 175,000 homes and support more than 100 jobs in the north of Scotland. The £20.5 million investment is made possible by the Scottish Government's Renewable Energy Investment Fund (REIF) and funding from Highlands and Islands Enterprise. It is part of a total package of £51 million to MeyGen for the four turbine demonstration phase of its tidal stream array project. Mr Ewing said: "The funding announced today will help bring to life innovative and exciting plans to develop the world's largest tidal power project in Scotland. "Our ambition for Scotland's emerging wave and tidal sectors remains great. The Pentland Firth development takes our ambition to the next level and further cements Scotland's reputation as a world leader in deploying renewables technology. "We

know that the successful harnessing of ocean power takes hard work and persistence which is why we are determined to support those in the industry. "By developing clean, green energy we are creating opportunities for communities in the north of Scotland and delivering jobs and investment." Lena Wilson, chief executive of Scottish Enterprise said:

"We're already leading the world in terms of research and development facilities for the tidal sector, and have more tidal devices being tested in our waters than anywhere else in the world. The plans for the Pentland Firth are further evidence of Scotland's position as one of the key players in the fast growing renewables sector at a global level."

Calum Davidson HIE's Director of Energy and Low Carbon added:

"The MeyGen project is the first commercial scale tidalstream array to be developed and built out. HIE is delighted by today's announcement as it gives a strong green light to the start of the construction phase of the project. It is a huge boost to the Highlands and Islands which is being rightly recognised as a global centre for marine renewables. We have world class wave and tidal conditions here, as well as expertise across the engineering and marine supply chain supported by a skilled and dedicated workforce. HIE is looking forward to working with MeyGen as the project develops in the coming months." For more information, please visit: <http://news.scotland.gov.uk>



US\$78 Million worth in New Contract Deals for Transocean

Transocean Ltd. issued a monthly Fleet Update Summary which includes new contracts, changes to existing contracts, and changes in estimated planned out-of-service time of 15 or more days since July 16, 2014. The total value of new contracts since the July 16, 2014 Fleet Status Report is approximately \$78 million. On July 28, 2014, the newbuild ultra-deepwater drillship, Deepwater Invictus, commenced operations on its three-year contract in the U.S. Gulf of Mexico at a dayrate of \$595,000. Additionally, the newbuild ultra-deepwater drillship, **Deepwater Asgard**, commenced operations on its three-year contract on August 21, 2014 at a dayrate of \$600,000.

Other highlights include:

- **Jack Bates** - Awarded a two-well contract in Australia at a dayrate of \$420,000 (\$59 million estimated backlog). The rig's prior dayrate was \$380,000.
- **GSF Celtic Sea** - Awarded a one-well contract in Angola at a dayrate of \$338,000 (\$15 million estimated backlog). The rig's prior dayrate was \$328,000.
- **Sedco Energy** - The remaining contract term (401 days) on GSF Rig 135, operating in the Congo, was transferred to the Sedco Energy. The rig was previously idle.
- **GSF Rig 135** - The remaining contract term (198 days) on Sedneth 701, operating in Nigeria, was transferred to GSF Rig 135.
- The high-specification jackup, **GSF Magellan** has been sold. The transaction details have not been disclosed.

Estimated 2014 planned out-of-service time increased by a net 28 days. Estimated 2015 planned out-of-service time increased by a net 236 days due primarily to approximately 97 days associated with projects deferred from 2014 and 81 days on the Sedco Energy related to a special periodic survey.

Transocean is a leading international provider of offshore contract drilling services for oil and gas wells. The company specializes in technically demanding sectors of the global offshore drilling business with a particular focus on deepwater and harsh environment drilling services, and believes that it operates one of the most versatile offshore drilling fleets in the world. **Transocean** owns or has partial ownership interests in, and operates a fleet of, 79 mobile offshore drilling units consisting of 48 high-specification floaters (ultra-deepwater, deepwater and harsh-environment drilling rigs), 21 midwater floaters and 10 high-specification jackups. In addition, the company has seven ultra-deepwater drillships and five high-specification jackups under construction. For more information, please visit: www.deepwater.com.

Ebola concerns spread to South America

Ebola concerns continue as more ports in Africa have issued bans against affected vessels, and now South American ports are following in their footsteps. Nigerian authorities have released a notice stating that the Port of Lagos is unaffected by Ebola and remains open, but ships from Guinea, Sierra Leone and Liberia may not be allowed to enter ports in the country and will likely face an increased chance of delay. Elsewhere, Gabon is also preparing to turn away possible affected vessels, and Kenya is shutting its borders to travellers from Liberia, Sierra Leone and Guinea and Kenyan airways will no longer fly those routes. As Kenya is a major transport hub for Africa, this is expected to have a significant impact. While in Cape Verde, a vessel was quarantined by the authorities after calling at a country with a confirmed Ebola outbreak, local media reported. Despite this, Ivory Coast's Port of Abidjan, which was the first port to ban the entry of vessels arriving from a country infected by Ebola, and which neighbours affected Liberia, has now decided to lift the sanction. To the West, the Brazilian port of Rio de Janeiro is calling for precautions to be taken on vessels with calls or originating in areas of circulation of the virus. The Swedish Club reports that similar procedures will be adopted in other Brazilian ports soon. Argentina's sanitary authorities are calling for local agents to reports if in the next 30 days any vessel is expected to arrive from Africa and in particular, advise on the ETA, port of call and identify which ports the vessel has already called at. Separately, the pilots rendering pilotage services in the River Plate decided their pilots will not board any vessel coming from the infected areas (Guinea, Liberia, Sierra Leone and Nigeria) until at least 30 days after departing the affected port. **Source : portstrategy.**



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Who's A Heavyweight In The Shipbreaking Scrap?

Last month, the final voyage of the "**COSTA CONCORDIA**" brought the shipbreaking industry into the spotlight. With international attention increasingly on ship recycling, August's Shipbuilding Focus takes a look at where ships are demolished globally.

A Look Through the Scrapbook

The Graph of the Month shows demolition activity over the last decade. Scrap volumes were relatively weak during the shipping market boom with an average of 6.1m dwt reported recycled p.a. Who's A Heavyweight In The Shipbreaking Scrap2005-07. However, the global recession contributed to an upturn in demolition volumes and a record 58.4m dwt was reported recycled in 2012. Whilst global scrap volumes have subsequently fallen, demolition levels remain strong and 47.1m dwt was recycled last year. In the first seven months of 2014, 21.6m dwt has been reported scrapped – close to the long-term average of 24.9m dwt demolished per annum 1996-2013.

A Commonwealth Game

The majority of vessels are demolished by shipbreakers in the Indian Sub-Continent (ISC) and scrap yards in India, Bangladesh, and Pakistan have scrapped over 70% of tonnage in the ytd. In recent years Indian breakers have typically demolished the largest proportion of units and took 30% of global scrap volumes 2010-13. Currency volatility and political instability saw Indian breakers' share of demolition fall to 25% last year, but their share is up at 33% in the ytd. Bangladeshi scrap yards accounted for almost 60% of demolition volumes 2005-08 in dwt terms but environmental disputes and competition have limited activity and they account for 18% of global scrap volumes in the ytd. Pakistani breakers meanwhile have taken an increasing share of global demolition, rising from an average of 5% in 2005-8 to 20% in 2013. In the ytd they are reported to have scrapped 4.6m dwt.

Just Off The Podium

Chinese scrap facilities have generally been less able to compete on price with breakers in the ISC due to the higher labour and yard costs compared to beaching. On average, Chinese breakers scrapped 8% of tonnage 2005-08. However, a narrowing of the scrap price differential between the Far East and ISC has helped increase their share of demolition volumes to an average of 21% in 2009-13 and last year their share rose to 24% (11.2m dwt). The government's scrap subsidy has encouraged Chinese owners to recycle older ships domestically and over 90% of the 4.4m dwt reported scrapped in China in the ytd was Chinese owned. Elsewhere, though Turkish breakers' share of global recycling is relatively small they have seen scrap levels grow from a reported 0.1m dwt in 2005 to a record 1.5m dwt in 2013. With a number of 'green' approved ship recycling yards located in Turkey, the growing focus of regulation on the safe and environmentally sound recycling of ships may prove a boost. Whilst scrapping is down 26% y-o-y in the ytd, 2014 is still projected to see a firm level of demolition. The ISC scraps the majority of ships and India breakers currently take the largest share. Globally, Chinese breakers are increasingly prominent and regulatory pressure may see scrap volumes at Turkish recycling yards grow. Shipbreaking is a dynamic industry and the World Shipyard Monitor will continue to follow these key trends. **Source: Clarksons**

Maersk Oil slows exploration, mulls buys after dry wells

After recent dry wells and a \$1.7 billion impairment, **Maersk Oil** is slowing down exploration globally and virtually ceasing it in Brazil and the U.S. Gulf of Mexico until it works out what went wrong, Chief Executive Jakob Thomasen said on Thursday. The A.P. Moller-Maersk unit has reserves corresponding to 4.6 years of production, below an average of 5-10 years for Maersk Oil's peers, which include Hess, Nexen and Marathon Oil. The reserves-to-production ratio shows how long a company can produce the oil it has before it runs out. With spending on exploration slowing, Maersk Oil may need to buy into reserves for the future by acquiring fields from other companies.

"The fact that we explore less will mean that we have to discover or add oil and gas to replace our production in a different way," Thomasen told Reuters in an interview. "We will be picking up the exploration programmes when we feel we have fixed the problem, but it (increasing reserves) could also be through acquisitions," he said, without elaborating on the problems with exploration Maersk Oil had had. In the past year, the company has booked a \$1.7 billion impairment charge on Brazilian assets bought in 2010 for \$2.4 billion, relinquished a gas field off Denmark and has come up dry with two wells in Iraqi Kurdistan. "So we have been disappointed and that is why we have cooled exploration down until we are sure, or much more certain, that we can deliver what we want," Thomasen said. "What we have done for example in Brazil and also in the U.S. Gulf of Mexico is to stop, or almost stop, our exploration efforts at least until we are certain on what to go forward with."

SPENDING FALLS

Exploration costs fell to \$172 million in the second quarter of 2014 from \$380 million in the same three-month period of 2013. For all 2014 spending is expected to be under \$1 billion compared to \$1.1 billion in 2013. Maersk Oil's entitlement production dropped by a third between 2011 and last year to 235,000 barrels per day, a fall that had been flagged by the group to investors since 2012, when it also set out plans to reach 400,000 bpd by 2020. Several large projects to develop new-found oil, such as Chissonga in Angola and Johan Svedrup in the Norwegian North Sea, would be the stepping stones towards that production goal. That target, however, remains subject to a double-digit return requirement. Thomasen said the company was "looking firmly at the profitability of the projects and that's more important than the 400,000 barrels per day". Three Iraqi Kurdistan projects in which Maersk Oil is a partner, operated by HKN Energy and Repsol, have been suspended due to the turmoil racking the country but the company's plans for the area remain unchanged, Thomasen said. The A.P. Moller-Maersk group reported better-than-expected quarterly results on Tuesday, in which it raised the outlook for Maersk Oil of an underlying profit in line with last year's \$1 billion from a previous guidance of below the 2013 result. **Source: Reuters**

NAVY NEWS

TUGS EN AVANT 20 AND MULTRATUG 27 TOWED ROTTERDAM TO VLISSINGEN



Saturday morning 23-08-2014 the Dutch **LPD ROTTERDAM** left Den Helder naval base under two of the tugs **En Evant 20** and **Mutraturug 27** on her way to **Damen shiprepair** in Flushing. Because she couldn't be docked at Den Helder Marinebedrijf, she had to be brought to **Damen shiprepair** in Flushing where she will be docked. **Photo's : Ron Daman www.newdeep.nl** ©

See more photos at :

<http://www.newdeep.nl/nautisch-nieuws-2014.html>

The final journey of HMS Plymouth: Rusty Falklands frigate on which Argentinians surrendered sets sail for the last time after being consigned to the scrapyard

The rusty Falklands frigate **HMS Plymouth** on which Argentinians surrendered has set sail for the last time after it was consigned to the scrapyard. The Royal Navy ship set sail from Birkenhead docks in Liverpool and is thought to be heading to a port in Turkey to be turned into scrap. Campaigners have battled to save the Type-12 frigate, which served in the Far East before its role in the Falklands War in 1982, for 25 years since it was decommissioned in 1988. Members of the **HMS Plymouth Trust**, set up in 2012, had raised money to launch a legal action to have the ship 'arrested' and prevent it from leaving Vittoria Dock, where she has been left to rust for years. Peel Ports, which owns the docks, said it had no 'practical choice' but to scrap the vessel and said it would not confirm its final destination.

The firm has issued a statement which said it is 'very sympathetic to the historical significance of the vessel' but that no public or private body has come forward with a feasible plan to maintain, restore or remove her during the past

seven years. It added: 'We have no expertise in the preservation and restoration of historic ships and given the fact that she is deteriorating further at berth, the group feels, reluctantly, we have no practical choice but to dispose of her responsibly.'



The tug **AMBER 11** towing the former **HMS PLYMOUTH** to Aliaga for scrapping **Photo: Jon Godsell ©**

The 2,150 ton vessel, the last Rothesay class type 12 Frigate afloat, was launched on July 20, 1959 at Devonport Dockyard in Plymouth by Viscountess Astor and after sea trials and fitting out, commissioned into the Royal Navy on May 11, 1961. She sailed to South Georgia with Royal Marines and SAS aboard in 1982 where she took part in the Falklands War.

After engaging the enemy, the ship provided naval gunfire support, and the Argentinian garrison at Grytviken then surrendered with Lieutenant Commander Alfredo Astiz signing the surrender document in the wardroom of **HMS Plymouth**. The ship went on to provide cover for the aircraft carriers and amphibious vessels and was the first vessel to enter San Carlos Water where she was attacked and damaged herself by five Mirage fighter jets. After returning to Rosyth for repairs in July 1982, she had steamed 34,000 miles, fired over nine hundred 4.5 inch shells and destroyed five enemy aircraft.

Peel Ports said the Historic Warships Preservation Trust rented a berth for **HMS Plymouth** in 1990 within the East Float, Birkenhead from the Mersey Docks and Harbour Company but when the Trust went into liquidation in 2006, **HMS Plymouth** became, by default, their legal responsibility. Peel said they understood Plymouth City Council attempted to acquire the vessel and display her in the city's docks in 2007 but this was abandoned when no suitable berth could be found. Freelance photographer David Billinge, 57, captured images of the warship while it was docked prior to its departure from the River Mersey this morning. He said: 'It's a very sad sight to see such an iconic ship in such a state. It has been very badly neglected in recent years and is covered from top to bottom in rust. There's so much history behind the ship which is why campaigners have fought so hard to preserve her. 'It's a real shame to see the vessel being consigned to the history books like this.' Social media users described the scrapping of the warship as a 'sad' event. Stuart Miller said: 'A lot of history in that ship, sad that she is going to be scrapped.'

Phil Owen wrote on Twitter: "**HMS Plymouth** on way for scrapping, a sad end for any vessel More than 50 seamen who served on board the historic vessel paid their last respects in a moving ceremony held in May 2012 – to mark the 30th anniversary of the end of the Falklands War. Speaking at the ceremony, Captain David Pentreath, the ship's Commanding Officer during the Falklands War, said: 'Her spirit will survive and the friendships forged over her long life will continue to flourish. Sadly the ship is now showing her age, but her reputation as a happy and successful ship is as strong as ever. This day is tinged with sadness as you make your fond farewells.' He has previously condemned the decision to scrap **HMS Plymouth**, saying it was 'an indication our country doesn't seem to have much interest in the preservation of maritime heritage.' **Source : dailymail**

Naval chief set to retire

THE commanding officer of HMS Sherwood, the area's only Royal Naval Reserve unit, is to stand down. Commander Martin Clegg, who lives in Spalding, Lincolnshire, has commanded HMS Sherwood for the past five years. He has overseen the unit's move from its home in Beechdale to a new purpose-built facility in Chilwell. He said: "It is the end of an era for me. We have made a lot of progress in my time in command and I am proud of the dedication and enthusiasm of my civilian and Royal Navy support staff, and all of the reservists, in my team. "As I'm retired from full-time work, I have been able to devote my time to my part-time career in the RNR and support my unit with the

experience I gained from 30 years in the Navy." He will hand over to the new commanding officer, Rob Noble, on Tuesday, September 2. Source : [nottinghampost](#)

Former Navy carrier on final voyage

The former U.S. Navy aircraft carrier [USS Saratoga \(CV-60\)](#) is on its final voyage, a slow voyage from Rhode Island to a scrapyard in Texas. The former [USS Saratoga \(CV-60\)](#), a part of the Navy's carrier fleet from 1956 to 1994, is



being towed down the Atlantic Seaboard by tugboat at about 7 mph, according to a report from the Maritime Executive. The voyage is expected to take about 16 days, the Navy says. The Navy in May announced it was paying ESCO Marine of Brownsville, Texas, one cent to take the carrier off its hands for dismantling and recycling. The company makes money

by selling the metal it salvages from the ship. Saratoga veterans were among the crowds of people who gathered on Narragansett Bay on Thursday as the ship left Naval Station Newport on its final journey. "A ship like this shouldn't be taken apart piece by piece," Mitchell Abood, who served aboard the Saratoga from 1985 to 1987, said in an article from the U.S. Naval War College. "It's sad that she could not be turned into a museum," former crewman Darryl Fern was quoted as saying. He served aboard the ship from 1982 to 1984. During its more than 38 years in the Navy, the Saratoga went on 22 deployments, including serving off North Vietnam in 1972 and 1973. In 1985, fighters from the Saratoga helped capture terrorists who hijacked the cruise ship Achille Lauro in the Mediterranean, forcing a jetliner carrying them to land at an air base in Sicily. The carrier was also part of Operation Desert Storm in 1991 and air operations over the Balkans in 1992, 1993 and 1994, according to Navy records. The ship carried all kinds of aircraft during its 38 years, but its final voyage had to wait for the departure of some other "fliers," according to the War College report: While it was docked in Rhode Island, a pair of peregrine falcons had chicks in a nest aboard the carrier. "After consultation with the U.S. Department of Fish and Wildlife, any movement plans were put on hold until after Aug. 15 to be certain that any fledglings would have ample time to learn to fly and move elsewhere," according to the report. The [Saratoga](#) follows the former [USS Forrestal](#) to dismantling in Texas. That ship was towed to All Star Metals of Brownsville earlier this year, with the Navy paying a penny to the ship recycler under a contract awarded last October. Source : [KPAX-TV](#)

Yes or No, £3bn boost for Faslane nuclear submarine base

THE UK Government is pressing ahead with its £3billion blueprint to extend Faslane nuclear submarine base – regardless of the referendum. Plans for the jobs bonanza are now fully developed, say sources, despite the threat posed to the Royal Navy's future on Gare Loch. The revelation has led to renewed speculation that if there is a Yes vote next month, the Ministry of Defence expects to strike a deal to keep the UK's nuclear deterrent in Scotland. In the event of a No vote, Faslane will become Britain's only specialist submarine base with the capacity for 16 vessels by 2022.

It will house seven new nuclear-powered Astute Class attack subs, currently being built at a cost of £1bn each, as well as the four Trident-carrying Vanguard Class vessels. Two attack boats, HMS Astute and HMS Ambush, are already based at Faslane after being handed to the Royal Navy by defence contractor BAE Systems. Scotland will also become the sole maintenance home for the submarine fleet, following the closure of Portsmouth dockyard last year and after the Devonport base near Plymouth is scaled down by 2017. All we hear from the Scottish Government is how they can't get rid of the base quickly enough

Scottish Conservative spokesman

While the MoD estimates that around 1,500 military and civilian jobs will be added at Faslane, -thousands more jobs will be -created as construction begins. A source said: "The blueprints have been drawn up and the transition plans for the new Faslane are now under way. The original facility was designed to hold seven -submarines, but under the new plans, a -total of 16 will be hosted at any given time. The design plans are currently before the MoD and will effectively double the size of the facility and bring thousands of new jobs to the area. It's a massive boost for Scotland." A Royal Navy spokesman said: "HM Naval Base Clyde is the -biggest employment site in -Scotland, with direct employment of 6,700 military and civilian jobs. "Numbers of personnel at HM Naval Base Clyde are set to increase to an estimated 8,200 by 2022 as it becomes the UK's Sub- marine Centre of Specialisation. "There are currently six sub- marines and seven mine hunters base-ported at the site. By 2022 we expect that all the Royal Navy's submarines, and seven mine -hunters, will be at Clyde." In response to the latest developments, the Scottish Government reiterated its plans to remove -Trident by 2020 and keep Faslane as Scotland's main naval base. The SNP has said the country would inherit a share of Royal Navy -vessels, as well as investing in an undisclosed number of "new -frigates, conventional submarines and maritime patrol aircraft". A Scottish Conservative spokesman said the investment would be a massive boost for Scotland, but warned: "Unfortunately, all we hear from the Scottish Government is how they can't get rid of the base quickly enough. As a result, a Yes vote in September would be hugely damaging." Source : [express](#)

SHIPYARD NEWS



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The **METHANIA** moored at **Damen Shiprepair** in Brest Photo : **Emmanuel Godillon** ©

Fujian Shipbuilding Industry delegation visits Greece for cooperation

Greece's government and a delegation of top executives from the Chinese state-run **Fujian Shipbuilding Industry** explored prospects of enhancing bilateral cooperation in the sector during a meeting in Athens on Thursday. The Chinese group, headed by its president Zhao Jinjie, held talks with Greek Foreign Ministry International Economic Relations General Secretary Panagiotis Michalos, who also accompanied the delegation on their visit to Elefsis Shipyards near the Greek capital. During discussions with Greek officials, Zhao expressed Fujian Shipbuilding Industry's interest in cooperating with Greek shipyards and naval equipment suppliers. Michalos noted that shipbuilding is a sector with very strong prospects for boosting Sino-Greek collaboration, pointing to the more than 200 Greek-owned ships which are currently under construction in Chinese shipyards. He suggested that a specialized memorandum of cooperation be added to the existing legal framework regarding bilateral collaboration. Michalos also called on both sides to take full advantage of the existing financing tools offered by Chinese banks in recent years to Greek ship owners for work carried out in Greek and Chinese shipyards. **SOURCE: China Daily**

Zaliv to be sold?

The Ukrainian owner of expanding Zaliv Shipyard in newly-annexed Crimea is in talks with Russian investors about a sale. The information was revealed by Crimea's industry minister Andrey Skrynnik, who said businessman Kostyantyn Zhevago could exit the shipyard. Zaliv still needs to be registered in accordance with Russian legislation so a sale could go through, he told the Delo newspaper. The yard is eyeing new contracts for tankers and boxships, plus potential orders from the Russian state. Zaliv this week agreed to take 100% control of NorYards in Norway, the former shipbuilding division of Bergen Group. **Source : Tradewinds**

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Transport Malta rebukes Valletta Gateway Terminal's unilateral decision to raise charges

Transport Malta has strongly rebutted Valletta Gateway Terminal's (VGT) unilateral decision to raise port handling charges, technically known as Terminal Operator Charges (TOC). VGT issued a Public Notice to its customers on 14th August stating that the new rates will apply as from 1st September 2014, Transport Malta said in its press release. During discussions held with the port terminal operator, the Authority has always maintained a position against the increase in charges, a position that the Authority is still maintaining notwithstanding the publication of the public notice. The Authority maintains that the operator's efforts at this particular time should focus on attracting new business to Malta through increased investments and marketing rather than increasing rates relating to domestic

cargo. The Authority is also insisting that any increase in rates should be accompanied by a relevant business case and a study analysing the impact. **Source : PortNews**

Siem sells OSCV duo to charterer

Norway's **Siem Offshore** has entered into an agreement with Malaya's **Daya Materials Bhd. ("Daya")** for the sale of the two 2013-built Offshore Subsea Construction Vessels (OSCVs) **Siem Daya 1** and **Siem Daya 2** for a total price of \$282 million. Daya has been given 150 days to arrange for financing of the two vessels and delivery of the vessels is schedule to take place latest by mid-April 2015. Both vessels are on long-term charters to Daya and the charter agreements will continue until deliveries are concluded. The sale of the two vessels will represent a gain of approximately \$64 million, which will be recorded at the delivery of the vessels. The sales proceeds will be used to repay mortgage debt, currently at \$151 million, and for working capital. **source : MarineLog**

New ports legislation adopted in Chile

Chile's Senate Committee on Labour and Social Security has adopted 'Short Port Law', amending the Labour Code and the Law on Occupational Accidents and Occupational Diseases for dockworkers. The new law gives stevedores the right to a half-hour break per shift, something which was negotiated by Labour Minister, Javiera Blanco, commission senators and by the Port Union of Chile.

Previously, the Chilean Confederation of Port Workers had argued that each port should have the flexibility to negotiate with employers, which resulted in the amendment granting some latitude as to when the break should take place. A Port Modernisation Plan - encompassing better working conditions, increased port capacity and greater productivity – has also been agreed by the Economy, Transport & Telecommunications, and Labour ministries, in collaboration with port representatives and exporters. Truck drivers serving ports are now allowed to work up to an additional 88 hours per month, if this time involves waiting (and not driving). Anything over and above that would mean that the driver would be obliged to take a rest period, meaning the owner would lose money by having to take the truck out of service. **Source : portstrategy**

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Yard utilization at Manila ports still high

A FEW DAYS before the peak shipping season starts, the Philippine Ports Authority (PPA) said that yard utilization at Manila ports stood at around 87% to 90%, still beyond the ideal 80%.

In a statement, the agency said that "port operators are bracing for the sudden uptick in yard utilization next week brought about by twin holidays in August..." Ordinarily, Manila ports service a daily average of 5,000 twenty-foot-equivalent units (TEUs) import shipments. During the peak shipping season, which starts next month, this average could rise to 7,000 TEUs, according to the PPA. Based on our current inventory, we have to clear about 8,175 TEUs as we are now below the 90% yard utilization threshold," PPA General Manager Juan C. Sta. Ana said in the statement. However, the number of empty containers inside the ports, according to Mr. Sta. Ana, has dwindled to only 12,000 TEUs. He said this number will be reduced further as shipping lines continue to pull out their empty containers from the ports. "Held-up containers at foreign ports have declined significantly from 37,000 TEUs some two months ago to only 20,000 as of this month," Mr. Sta. Ana said. He noted that "while almost all sectors admit that we are still months away from the normal level, we are now feeling the positive effects of the different mitigating measures... but not enough to bring it back to pre-Manila day-time truck ban period." The PPA chief added that a number of business groups — such as the Federation of Philippine Industries, the Philippine Chamber of Commerce and Industry, the Joint Foreign Chambers of the Philippines, the Indian Foreign Chamber of Commerce and the Federation of Filipino Chinese Chambers of Commerce & Industry, Inc. — have agreed to withdraw their shipments during weekends to disperse the number of containers released during weekdays. This will likewise accelerate the reduction of containers inside the

ports. Foreign shipping lines, led by the members of the Association of International Shipping Lines, Inc., have also committed to extend their offices' operating hours to accommodate other concerns of cargo owners like the payment of demurrage and other vessel-related fees, Mr. Sta. Ana said. International Container Terminal Services, Inc. said it is also set to complete the container yard provided for its Berth 7 in the next 30-60 days to accommodate the expected surge in cargo volume in the run-up to Christmas. **Source: CJVDP**

Ghana's Offshore Oil Exploration Affecting Fishing Industry

Beyond a busy harborside market in the twin cities of Sekondi-Takoradi, where hundreds of fishermen scurry past pans sizzling with sardines, mackerels and moonfish, sit two offshore rigs that serve as a constant reminder of Ghana's looming energy boom.

Many in the country's western region, the epicentre of the fishing industry, had been optimistic that oil production would bring jobs, cheaper fuel and economic prosperity. But now, they say oil exploration programs are impeding their livelihoods. "Our fish catch has reduced drastically since oil exploration started here," says Kofi al-Haji Musa, 43, who has been fishing in the area for 31 years. "Before oil exploration started I could fill my canoe with fish three times every day. Now, I can't even manage one load." Fishermen and activists say a planned seismic survey by ESL Consulting and Medea Development will disrupt their work during the height of the season, ruining the prospect of a profitable harvest. The survey is due to start next week and continue until November. "Seismic surveys will obstruct fishing and deny fishermen the opportunity to fish," says Kyei Yamoah, program coordinator for natural resources management at Friends of the Nation. "They are causing a lot of problems because they are denying fishermen access to fish at a very opportune time." "We were excited when the oil companies told us we were going to share the sea – we thought the price of petrol would go down. But now, the companies and the government are not treating us fairly. We have not been consulted [in their plans]," says Nana Kobina Asmah, chief fisherman for Sekondi. **Source : atlantablackstar**

Talks aim at agreement of LNG terminal

By Elias Hazou

A STANDING government team of technocrats and officials is to begin negotiations with the ENI-KOGAS consortium and with France's Total with the aim of concluding LNG project agreements. The team was given the green light to launch talks by the Cabinet on Friday. The talks will be geared at reaching an agreement for the construction and operation of an onshore liquefied natural gas (LNG) terminal at Vasilikos, a ministry statement said on Saturday.

ENI and KOGAS hold prospecting concessions on offshore blocks 2, 3 and 9 of the Cyprus Economic Exclusive Zone. ENI are the operators of the three blocks with an 80 per cent participating interest; KOGAS is a partner with a 20 per cent participating interest. Total E&P Cyprus have concessions on blocks 10 and 11. The Memorandum of Understanding (MoU) with ENI-KOGAS is "aimed at investigating areas of cooperation related to Cyprus' potential gas resources valorisation, with priority to the onshore LNG option," according to an official statement at the time.

It's understood the MoUs with ENI-KOGAS and with Total are not restricted to a land-based LNG facility, but allow for exploring other options such as floating LNG.

In contrast, the parallel negotiations with Noble Energy and Delek – with a concession on Block 12 – are focused only on onshore LNG. The decision to start talks with ENI-KOGAS comes just as the joint venture is readying to drill their first well. It will likely take place in September at a well dubbed 'Onasagoras' in Block 9. The consortium's drilling schedule is expected to span 12 to 18 months, during which they are contractually obliged to carry out at least four drills. The drilling platform is expected to arrive offshore Cyprus in September from Mozambique. The rig is owned by Saipem, an Italian oil services group and a subsidiary of ENI. Energy minister Giorgos Lakkotrypīs on Saturday responded to criticism leveled earlier at him by the Cyprus Mail, which had suggested the minister was jumping the gun when talking up the prospects of sales of Cypriot natural gas to Egypt.

On his return from Egypt this week, Lakkotrypīs said Cyprus would be able to have 'specific talks' with Egypt at the end of this year, upon completion of the first exploratory drilling by ENI-KOGAS. The Mail commented that, judging by the time it took Noble Energy to complete their own drilling phase in Block 12, it could take ENI years before they had an accurate picture of the quantity of gas that could be sold to Egypt. "The comparison is false, as the contracts concluded with Noble and with ENI-KOGAS are quite different," the minister told the Mail. Also, ENI's drilling rig would stay in Cypriot waters for 12 to 18 consecutive months, allowing the joint venture greater flexibility.

“This allows for back-to-back drilling, and the rig’s continuous presence means that an exploratory drill could be immediately followed by an appraisal drill at the same well, if the company so chooses,” he explained. Moreover, the minister said his mission to Egypt had been to “explore” the possibility of selling gas to Egypt at some time in the future. Asked about the earliest date this was hypothetically possible, Lakkotrypis cited 2018 in the event the Cypriot gas were piped to Egypt, later if other solutions are chosen. “We have not yet discussed with the Egyptians specific ways of supplying them with natural gas,” he added. Meantime LNG talks with US outfit Noble appear to have stalled, with media reports suggesting the Americans have got cold feet about the onshore plant and are leaning toward less capital-intensive solutions, such as FLNG or even Compressed Natural Gas. So far the proven natural gas reserves in Noble’s Block 12 are insufficient to make profitable an investment into an onshore LNG plant. Additional gas discoveries by ENI-KOGAS and by Total may change that. But there is still a long way to go: a final LNG project agreement is followed by a Front-End Engineering Design (FEED, an engineering design approach used to control project expenses and thoroughly plan a project before a fix bid quote is submitted. The next step – and the crucial one – is a final investment decision by the companies. Source : Cyprus-mail

[Click HERE for the LIVE STREAM WEBCAM in Hoek van Holland Berghaven](#)
.... PHOTO OF THE DAY



The **FAIRPLAY 33** outbound from Rotterdam – Photo : Frans de Lijster ©

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