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LOGOS HOPE has arrived safely in Singapore, where the vessel will remain for the next six months to complete the Power Up LOGOS HOPE project. This significant technical work will see the replacement of two of the ship's old generators and the main electrical switchboard. In addition, a heat recovery system will be installed to recycle previously wasted heat energy to heat domestic water on board as well as pre-heat fuel oil. The work is being carried out by the Keppel Shipyard in Singapore. Members of Keppel Shipyard management were invited on board for a special meal this week to learn more about the unique purpose of LOGOS HOPE and meet many of the ship leaders, including technical leaders who will provide assistance and oversight of the works. Soon more about this special vessel in this newsletter.....

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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EVENTS, INCIDENTS & OPERATIONS



15-10-2014 The **HAVILA PHOENIX** arriving on the Tees Photo : Derrick Johnson ©

Peterhead fisherman praises rescuers after being dashed onto rocks



A north-east fisherman has described the moment he and his friend were nearly dashed onto rocks in their tiny vessel. A rescue operation was launched when friends George and Aaron Robertson radioed the coastguard to say their angling boat **The Puffin** was being tossed against rocks near Boddam harbour on

Monday. Peterhead's RNLI lifeboat, The **Misses Robertson of Kintail**, raced to the The Puffin's aid and passing creeler Anitra helped tow the boat off the rocks.

Last night George Robertson said: "The main engine started to make a banging noise every so often then the engine cut out. "We then went to start the outboard which is the back up and the handle snapped."The next thing we know we are getting bashed against the rocks with waves, everything in the boat was moving from side to side, the door for the wheelhouse came off the hinges and the shelf inside collapsed causing everything to go everywhere, this was when panic set in." Mr Robertson added: "We were in two minds whether to jump off onto the rocks. At one point the boat was on it side and we thought we were going to get thrown out the boat." George and Aaron Robertson – both Peterhead men who work for GE Oil and Gas and Subsea 7 respectively – radioed for help and the passing Anitra towed them to safety.Last night Mr Robertson paid tribute to the rescuers. He said: "We're very grateful that they were there to save us and the boat and appreciate their help very much."It was a good job we were equipped with life jackets and radio communication to the harbour tower as well."

The **Misses Robertson of Kintail**, was called out to rescue **The Puffin** at 2.50pm after the two-man vessel collided with the Skerry rock. No one was injured in the incident and the lifeboat was finally stood down at 4.50pm after **The Puffin** arrived safely in Peterhead Harbour.. A Coastguard spokeswoman said: "It was a mayday that came into us. The Puffin was taken under tow by a fishing vessel then taken over by the RNLI vessel."She confirmed two rescue helicopters had been put on standby but were not needed. **Source : pressandjournal**



The **ASTRAL ACE** anchored off Singapore – **Photo : Piet Sinke © – Click on the photo or hyperlink !**

Petrobras begins Iracema pre-salt production

A consortium led by Brazil's state-run oil firm Petrobras has begun production at the ultra-deepwater Iracema discovery, off the country's southeast coast. Hydrocarbons from the area are being produced aboard the Cidade de Mangaratiba floating production, storage and offloading (FPSO) vessel, stakeholder BG Group said in a release on Wednesday. The vessel is the fourth FPSO to begin operating in the BM-S-9 and BM-S-11 blocks, located in the pre-salt Santos basin.According to BG Group CEO Sami Iskander, another FPSO – Cidade de Ilhabela – will be added by December.

"These vessels will add 82,500b/d oil of net capacity to BG Group," Iskander said. **Cidade de Mangaratiba** has a daily processing capacity of 150,000b of crude and 283Mm3 of natural gas. Peak production from the unit is expected in 2016. According to BG, Iracema's oil reserves have an API quality of 30 degrees. Gas not used for reinjection will be transported to land via the Santos basin pipeline system. Petrobras has a 65% operating stake in the BM-S-11 block – home to the Iracema discovery – with the balance held by BG (25%) and Portuguese group Galp Energia's Petrogal Brasil (10%). The Rio de Janeiro-based firm also owns a 45% operating interest in BM-S-9, alongside BG (30%) and Repsol Sinopec Brasil (25%). BG, meanwhile, has announced the appointment of Helge Lund as the company's new CEO. Lund, currently the CEO of rival firm Statoil, will begin his new post in March. **Source : bnamerica**s

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Mojo signs partnership agreement with James Fisher Marine Services for the MeyGen tidal array project

Mojo Maritime has this week signed a contract with **James Fisher Marine Services Ltd (JFMS)** which will see them provide significant marine operational and engineering expertise to the construction phase of the MeyGen Inner Sound tidal project. Over the next two years, Mojo will work closely with JFMS carrying out the detailed design, planning and execution of the subsea cable, foundation and turbine installation. Richard Parkinson, Mojo's Managing Director, said; "The MeyGen Inner Sound project represents a step change in the tidal energy industry and Mojo is delighted to be continuing its involvement. We are particularly pleased to be working with James Fisher Marine Services with whom we have an excellent relationship. Together, we are looking forward to delivering the world's largest commercial tidal array." Previously, Mojo was involved in carrying out the project's offshore front end engineering study and this week's development represents a continuing presence in what is a game changing project. Offshore installation activities for the construction of the first phase (Phase 1A) of MeyGen's ground breaking 398MW tidal array project in the Pentland Firth, Scotland, includes the installation of 4 X 1.5 megawatt turbines, support structures and export cables.

Commenting on the partnership Alan Heslop, JFMS project manager, said; "We are extremely pleased to be working with our key partner Mojo in this exciting tidal energy project. As MeyGen's supply chain partner for the offshore marine installation element, this agreement with Mojo will enable us to provide our considerable marine operational expertise underpinned by their specialist marine project management support for the successful installation of the tidal array. The 398MW MeyGen Project is 86.5 per cent owned by Atlantis Resources Ltd, and 13.5 per cent owned by Scottish Enterprise. Construction is expected to commence later this year with first power to the grid in 2016.

EURONAV ANNOUNCES POSTPONEMENT OF CONTEMPLATED INITIAL PUBLIC OFFERING OF ORDINARY SHARES IN THE UNITED STATES

Euronav NV announced that due to unfavourable current capital market conditions, it is postponing its contemplated initial public offering of ordinary shares in the United States and related offer to exchange the company's outstanding unregistered ordinary shares in Belgium for ordinary shares registered under the Securities Act of 1933, as amended. The company will continue to evaluate the most appropriate timing for the offerings as market conditions develop. The registration statements on Form F-1 and Form F-4 relating to these securities have been filed with the Securities and Exchange Commission, but have not yet become effective. The securities may not be sold, nor may offers to buy be accepted, prior to the time the relevant registration statement becomes effective. This press release does not constitute an offer to sell or the solicitation of an offer to buy any securities issuable pursuant to the registration statements, nor will there be any sale of these securities in any state or jurisdiction in which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such state or jurisdiction.



The 39621 DWT **STRATEGIC UNITY** anchored off Singapore before heading to the Middle East the Bulker is built at Tianjin Xingang Shipbuilding Industry Co Ltd - Tianjin under Yard/hull No.: NB008-3 and delivered to the owners MT Maritime Management USA LLC, in May 2014 the bulker is having a length of 180 mtr and beam of 30.0 mtr and is powered by a Yichang Marine Diesel Engine Co Ltd – China built MAN-B&W 5S50ME-B9 6,050 kW (8,226 hp) engine for a top speed of 14 knots by a fuel consumption of 18 tonnes/day

Photo : Piet Sinke © – [Click on the photo !](#)

Norwegian Cruise Line Ship First Big Ship to Visit Honduras' Banana Coast

Passengers from the first mass market cruise ship to visit Banana Coast, Honduras' newest cruise destination, arrived by tender from the **Norwegian Jewel**. The privately-owned Banana Coast Trujillo port, situated in the north east of the country, is Honduras' first mainland cruise port. It complements the more established port on the island of Roatan, which serves Royal Caribbean and Carnival. Trujillo will welcome **Norwegian Jewel** weekly throughout October and November, as well as Holland America Line's Ryndam, Silversea's Silver Shadow and P&O Cruises' Adonia, through the end of April. It is estimated that in its first cruise season the new port will cater to 50,000 cruise passengers. Tourism officials hope this will double in its second season.

"The whole idea behind this is to open up new destinations in Honduras," Honduras Tourism Minister Emilio Silvestre told Cruise Critic. "Trujillo is an alternative to Roatan which is an island -- this opens up mainland Honduras for the first time." Port owner Randy Jorgensen confirmed that plans were already in place to install a dock. "We need to get to two to three hundred thousand passengers, then we can build a jetty." Trujillo sits in a huge bay and is a natural deep water harbor. It has a picture perfect two mile stretch of white sand beach stretching from the port. But it also has a significant historical past being the first place Christopher Columbus made landfall in the Americas. It is also where the first Mass in the Americas was conducted -- in 1502 -- and there is a cross to mark the spot.

Initially, passengers have 15 different types of shore excursions to choose from. These include nature trail walking tours, a Historical Trail through the town, family-oriented snorkeling excursions, a humanitarian visit to a local orphanage, white-water rafting and a Garifuna tour. Garifuna are the local people of Caribbean descent, with their own distinct heritage, culture and music. Zip-lining will be on offer from the end of November and river tubing from January. Among the first passengers to arrive were Cruise Critic members Kirk and Susan Russell from St Louis, Missouri, on their 11th cruise with Norwegian Cruise Line. "We were really excited to be on the first cruise out of Houston to this new port," they told Cruise Critic. Susan added, "People are desperate for information about the area so I'm looking forward to writing my review!" Norwegian Jewel is only the second cruise ship to visit Honduras' Banana Coast. Travel Dynamics' no-longer-in-service Yorktown cruise ship was the first to visit in February 2014. "Our guests

are looking forward to enjoying this authentic, untouched Caribbean port and experiencing the true beauty and culture of this new destination," a Norwegian Cruise Line spokeswoman said. Source : [cruisecritic](#)



Royal Caribbean Fined For Over-Working Crew While In Rotterdam Drydock



Photo : JanDirk Visser ©

It's being reported by local newspaper The Netherlands Times that Royal Caribbean is being fined for over-working [Oasis of the Seas](#) crew while it was under going a drydock in Rotterdam. The worlds largest cruise ship at 225,282 tons which has been all over the press in recent days due to new enhancements from the drydock and an arrival into Southampton for the very first time is now being fined. According the Netherlands newspaper the cruise line will have to pay at least 600,000 Euros. Cruise Law News which always tracks these stories is also reporting on the fine.



Photo : Wim Groen ©

While the ship was docked at [Keppel Verolme](#) in Botlek in Rotterdam the ship broke regulations and lacked proper documentation for the ship's crew. The crew were also apparently over-worked with excessive hours. The site also mentioned that "The inspectorate of Social Affairs and Labor had hinted to Royal Caribbean Cruises in advance already that when its ship would be here it would have to adhere to Dutch rules and legislation." This could be acceptable in international waters but in the Netherlands it's not. Apparently when Dutch inspectors boarded the vessel in Rotterdam

they found that 48 crew members did not have the correct Dutch work permits. The crew members in question were apparently from the Philippines and South America. Back in April 11 crew members were rescued from the **MSC Magnifica** for working up to 16 hours a day while the ship was in Brazil. It's an ongoing issue with cruise lines employing crew members from under developed or developing countries and then over working them while in international waters. Crew members still get paid a decent wage when the money is converted into their own currency which then supports their families. **Source : cruisehive**

[CLICK HERE](#) to see **Kees Torn's** movie about the visit of the **OASIS OF DE SEAS** to Rotterdam



The crew of Heerema's **THIALF** supports **Team Heerema** during the **Race of the Classics for Young Professionals** Photo : Crew **THIALF** ©



Barge Master system on Wagenborg's Walk-to-Work vessel

Barge Master is nearing the completion of the construction of the first BM-T40 system. On the 14th of October the Barge Master motion compensated knuckle boom crane pedestal was installed on the new Wagenborg Walk-to-Work vessel **KROONBORG** designed and built by **Royal Niestern Sander**. The vessel and Barge Master system will be delivered in the first quarter of 2015. **Nederlandse Aardolie Maatschappij BV (NAM)**, a joint venture of **Shell** (50%) and **ExxonMobil** (50%), will use the motion compensated crane for service and maintenance of gas



production platforms in the Southern North Sea. "Offshore platforms have become smaller and more flexible during the last forty years. They no longer have a resident crew or helicopter pads which means frequent journeys to and from the platform by vessel in order to perform maintenance work," Barge Master says in a press release.

Barge Master says that with the new Walk-to Work Vessel **KROONBORG** these operations can be executed in a safer, more efficient and effective manner. The vessel is unique because multiple functions are combined for the first time in one design, Barge Master explains.

The vessel can accommodate 20 crew members and 40 service technicians, chemicals can be stored and transferred safely, and thanks to the T40 Barge Master system materials can be transferred during wave heights of up to 3 meters, the press release reads. Through utilizing new technology, Barge Master further says, NAM is able to safely continue harvesting gas on the North Sea with an extended weather window and less down time.

Barge Master develops and produces motion compensation platforms for the marine and offshore industry. The Barge Master T40 is capable of compensating an offshore knuckle boom/telescopic boom crane with a capacity of 15mT. The

servicing of wind turbines or unmanned oil (rigs) platforms are typical applications of the Barge Master T40. The system is based on the same principle as the Barge Master T700: roll, pitch and heave are compensated, while surge, sway and yaw are fixated. The T40 is developed together with Bosch Rexroth. **Source : Offshore Energy Today**

Ferry Vital Link for Island off Taiwan



Nearly 13,000 people inhabit the four by two-kilometer Linqiu Island located about 7.5 nautical miles southwest of the Donggang on the main island of Taiwan. Primarily fishermen, the island's population is very dependant on the ferry service to get to the larger center on the main island. Linqiu is also the only one of Taiwan's smaller islands that has been formed by coral. Increasingly the

fantastically shaped geographical forms and the excellent diving afforded by the coral has led to an increase in tourist visits. As commercial fishing can have fluctuations, this alternate economy is most welcome. Fast ferries depart from two of the island's ports to make the run to the big island. One of these routes is owned by the Liouchiou Township and is serviced by their ferry **Xintai**. The aluminum-hulled, mono-hull, 30- by 6.29-meter ferry is a twin engine with fixed pitch propellers. With the existing 12-V MTU-396-TE74L showing their age, the township decided that it was time to repower the ferry. Speed and reliability are the two governing factors for the ferry's operation. This led the owners to choose a pair of V-16 four-stroke Cummins KTA50-M2 engines, each producing 1800 HP at 1900 RPM. The new engines turn into ZF BW465S marine gears with 2.529:1 reduction turning Cardon shafts fitted with Centra couplings to reduce vibration and noise. When the new ferry returns to service, the people of Lingui Island will be assured of a reliable year-round link to the big island. And tourists, wanting to view the unique coral formations of the island, will enjoy a quick trip to and from their destination. **Source : Alan Haig-Brown - www.haigbrown.com**

Wat is de Race of the Classics for Young Professionals?



Zeilervaring is niet nodig. Onder de bezielende leiding van ervaren schippers en de bemanningsleden ervaren de Young Professionals hoe het er op een zeilschip op de Noordzee aan toe gaat. Om de **Race of the Classics for Young Professionals** te verwezenlijken wordt er door 12 enthousiaste Young Professionals, met affiniteit voor organiseren, zeilen en veel gezelligheid, een jaar lang hard gewerkt. Daardoor is het evenement inmiddels uitgegroeid tot de grootste zeilrace op klassieke zeilschepen in Nederland. 23 jaar geleden, in 1989, bedachten twee studenten van de Amsterdamse Academie achter

De Race of the **Classics voor Young Professionals** wordt ieder jaar door ruim 680 jonge talenten gevaren aan boord van 23 klassieke zeilschepen in allerlei soorten en maten. Het behoud van ons varende erfgoed is een van de belangrijkste doelstellingen van de **Stichting Race of the Classics**.



De **Race of the Classics** bestaat uit twee edities: sinds 1989 in April voor studenten verbonden aan een hogeschool of universiteit en sinds 2006 in Oktober voor Young Professionals werkzaam bij toonaangevende (inter)nationale bedrijven. De Young Professionals nemen deel aan een echte zeilrace op de Noordzee. Sinds enkele jaren vertrekt de vloot vanuit de Veerhaven te Rotterdam, het doel is een oversteek naar Ipswich. Bij slecht weer kan de vloot uitwijken naar Den Helder of Brugge en uiteindelijk finisht de vloot via IJmuiden op het IJ in Amsterdam waar het evenement wordt afgesloten met een spetterend eindfeest vandaag.



de bar van hun studentenhuus de Race of the Classics. Na een paar maanden organiseren en plannen was “De Rees” een feit. Het idee voor een zeilrace mondde uit in een “kleine” zeiltocht van Amsterdam naar Ramsgate en weer terug. Inmiddels is deze “kleine” zeiltocht uitgegroeid tot een professioneel georganiseerd evenement wat wij nu allemaal kennen als de “Race of the Classics”.



Luc van Laarhoven, nu woonachtig in Luxemburg, is een van de oprichters. Nog steeds volgt hij het evenement jaarlijks. “Ik hoop dat het evenement wel blijft zoals het bedoeld is; voor en door Studenten & Young Professionals en zonder winstoogmerk”, aldus Luc van Laarhoven. Al 23 jaar zeilt de **Race of the Classics** met Nederlandse klassieke zeilschepen. De **Gallant**, de **Tecla**, de **Twister** en de **Tolkien** zijn slechts een paar schepen die al jaren met trots meedoen aan ‘De Rees’. In totaal varen jaarlijks ongeveer 23 schepen mee, variërend van 30 tot 50 meter. De vloot bestaat onder andere uit loggers, kotters, barkentijnen, tweemasters, driemasters, klippers en schoeners. De schepen zijn nog traditioneel getuigd, wat betekent dat het varen nog erg arbeidsintensief is en de nodige zeilkennis vraagt. Dat dit varend erfgoed het elk jaar tegen elkaar opneemt op de Noordzee, in een wedstrijd voor en door studenten & young professionals, levert altijd weer een uniek schouwspel op. Het zeilen op een klassiek zeilschip gecombineerd met de spanning van een overtocht naar Engeland is op zichzelf al een enorme ervaring. Voeg daar het competitie-element aan toe en je hebt de **Race of the Classics**. All Photo's : Roderick van Hasselt ©



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Staff Captain **Jan Smit** celebrating his 55th birthday with the team of the **EURODAM**.

Photo : Eurodam deck department

Ships collide in Port Botany as Sydney super storm breaks moorings

Heroic efforts by tug boat operators and ship pilots averted major damage to Sydney's commercial port on Tuesday



night, after the super storm that hit the city snapped the mooring lines of a 67,000-tonne container vessel, causing it to collide with another ship and shear the mooring lines of a third vessel.

Hapag-Lloyd vessel the **Kiel Express** broke free from its mooring in Port Botany as winds reached 126km/h – or category 2 cyclonic strength – just before 9.30pm, causing a trail of destruction.

The Hapag-Lloyd vessel **Kiel Express** swung around to collide

side-on with the **Safmarine Makutu**. "I've been in the maritime industry for close to 30 years and I've never seen anything like this," Jason Sellars, a chief engineer on one of six tug boats called out for the emergency, said. The operation lasted some nine hours.

"The only thing we were missing was George Clooney and it was The Perfect Storm," Mr Sellars said, referring to a popular Hollywood disaster film. The ship cut the mooring of the **OOCL Hong Kong**, sending it free. The stern of the **Kiel Express** then collided with a stationary Safmarine vessel, the **Makutu**. The **Kiel Express** then swung around to collide side by side. At one point, one of the tugs, operated by PB Towage, was at risk of being caught between the **Kiel Express** and the 62,000-tonne **Safmarine Makutu**. Another tug boat became disabled when its propellers snagged on a mooring line cut loose on the **OOCL Hong Kong**.

That ship had to be anchored away from the docks but could not be taken further out to sea because its containers had not been fully secured after its unloading operations were halted before the storm.

It's understood that the **OOCL Hong Kong** is undergoing repairs after its stern was punctured by the bollards on the wharf as the vessel swung out after its mooring was cut. Philip Holliday, the chief operating officer of the Port Authority of NSW, said shipping operators had



been warned to put out additional mooring to secure their vessels ahead of the storm. "Whatever people did, it wasn't enough," Mr Holliday said, adding he was "quite relieved" the mishap ended without any injury and no environmental damage. While investigations continue, the ships appear to have suffered only superficial damage, while two cranes that had been hit would be able to resume operations. The port was due

to reopen late on Wednesday night. "All the cheese holes aligned [on Tuesday night] to make this a bad storm," Mr Holliday said. "It could have been a lot worse." DP World, which operated the dock where the vessels were moored, said it would undertake a "full investigation". "Right now we are concentrating on returning to full operation," Nicole Holyer, the operator's national communications manager, said. "The precise details we don't want to get into because the investigations are in the hands of the insurers," Ms Holyer said. "Most importantly, no one was hurt in the incident or the storm." The Australian Maritime Safety Authority is also conducting an investigation to ensure the vessels are seaworthy, a spokeswoman said. **Source : smh**



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Nova Star ferry to get another \$5M from province

The Nova Scotia government announced Tuesday it is committing another \$5 million to the owners of the Nova Star ferry between Yarmouth and Portland, Maine. The latest funding announcement brings the total level of government money invested in the ferry to \$26 million. When the Liberal government announced funding for the ferry last year, it committed \$21 million over seven years. But by July, the province had already given out the full \$21 million.

It was an up and down year for the Nova Star. After lower than expected numbers for much of the summer, the company said it met its passenger target for August when more than 20,000 passengers used the service that month.

In total, the ferry had 59,000 passengers in its inaugural season Michel Samson, the province's Minister of Economic and Rural Development and Tourism, said the original agreement with Nova Star Cruises negotiated by the former New Democratic government was "unrealistic." "At this point in time we are looking at every possible way of cutting the costs of operating this ferry service and so those are some of the discussions that we will be having," Samson told reporters. "Will the ferry be costing us money next year if it's operating? Yes. Like every other ferry in Atlantic Canada does to the governments that run them."

As part of the agreement for the additional \$5 million, Nova Star Cruises will have to provide detailed financial reports to the province, including weekly cash-flow projections and immediate reports of any changes to cash flow. As well, KPMG is auditing Nova Star's costs. Progressive Conservative Leader Jamie Baillie said more of a plan is needed to ensure the ferry is viable. "Until we have a plan to make it sustainable in the long run, we're going to see more admissions like we saw today that it needs more money," he told CBC's Tom Murphy. Baillie also feels Nova Star Cruises is not putting enough money into the ferry.

"We all want to see this succeed but if we're going to have a partnership, there has to be a partner on the other end that's willing to put something in," he said. Despite the extra cost, the mayor of Yarmouth said she's pleased the province is continuing to support the ferry. "We have to remember it's a start-up year," said Pam Mood.

"If the government today said, 'You know what? No more,' I think we'd be screaming a whole lot louder than we are with the fact that they're actually stepping up and saying, 'We need to make this work.'" In September, Nova Star Cruises announced it would be shortening its sailing season by three weeks. The final voyage was to set sail from Yarmouth on Nov. 2, but was changed to Oct. 13. "For the long-term success of the service, we have decided to end our first season earlier than planned and will focus our efforts on building business for next year," said Mark Amundsen, the CEO of Nova Star Cruises in a statement at the time. Samson also said that during a recent discussion, Maine Gov. Paul LePage committed to introducing legislation to allow Maine to provide a \$5-million line of credit to Nova Star. **Source : CBC News**



The **MIGHTY SERVANT 3** loaded the jack-up rig **BURJ** in Vansittart Bay in Northern Australia

Photo : Capt Edward Fitzek - DNV GL - Oil & Gas – Region Australia ©

Ferry Tacoma likely out until early 2015

The ferry Tacoma, which experienced an electrical problem and lost power off Bainbridge Island on July 29, is scheduled to be repaired and back in service early next year. The 202-car ferry will remain at Eagle Harbor Maintenance Facility on Bainbridge Island through December, said Washington State Ferries spokeswoman Marta Coursey. It had been scheduled to move to Vigor Shipyards this week for planned dry-dock work, but that will instead be added to a planned shipyard period next spring to paint the ferry's topsides, according to Coursey.

At 12:45 p.m. on July 29, the 460-foot-long boat was cruising at 16 knots and about to enter Eagle Harbor on a clear, 80 degree day when it lost propulsion power. It happened when workers fired up a third engine, which is done to slow the boat during landings. The two drive motors already running went dead, according to documents obtained by the Kitsap Sun through a public records request. Chief engineer Andrzej Sienicki sent workers to investigate. One returned and informed him there might be a fire. He checked again and determined there were no flames, but reported smoke in a switchboard room and evidence of an explosion.

Capt. Ty Anderson said he steered the boat until it slowed to 1 knot, then dropped anchor in about 65 feet of water.



The ferry Sealath was diverted from the Seattle-Bremerton route and pulled the Tacoma away from shore. Private tugs eventually towed it to the Bainbridge dock, where 405 passengers and 138 vehicles got off safely at about 3:15 p.m.

An initial report by propulsion system manufacturer Siemens Marine Solutions found that a fuse blew in a switchboard that controls the ship's propulsion, triggering events that resulted in significant damage to the electrical switchboard components and cabling, and causing the power failure, Coursey said. Safety equipment contained the surge, as designed.

Siemens didn't meet WSF's deadlines and requirements for timely information about repair costs and time lines, so the agency contracted

K&N Electronic Motors to repair the electrical systems, Coursey said. Its employees are inspecting 10 propulsion switchboard circuit breakers, renewing alternator and switchboard cabling and cleaning damaged cubicles. Siemens officials said they reviewed the electrical issues on the Tacoma and determined more information was needed before a responsive proposal could be provided. Safety is the company's top priority, they said. To that end, Siemens is working with K&N Electric Motors on a system study to determine necessary repairs and electric system changes for the Tacoma and similar vessels in the fleet, it said. Ferries officials don't have a firm cost estimate or know how much of the work will be covered by insurance, Coursey said. Because of the extent of damage, the ferries system is conducting a board of inquiry — its highest level of investigation — to look into the cause, contributing factors and make recommendations. The board meets regularly and will complete its work once the Tacoma is repaired. The Coast Guard will also perform an investigation. Now that the busy summer season has ended, loss of the Tacoma has little effect on service. The Edmonds-Kingston route is operating with two 188-car boats instead of a 188 and 202. **Source : kitsapsun**

Maersk announces contract Culzean offshore oil and gas project

Maersk Oil North Sea UK Limited has awarded a contract for the engineering, procurement and construction of the Culzean project's well head platform jacket. After a competitive tendering process, **Maersk Oil North Sea UK Limited (Maersk Oil UK)**, operator of the Culzean development in the North Sea, has awarded a contract for the engineering, procurement and construction (EPC) of the project's well head platform (WHP) jacket to **Heerema Hartlepool Limited (Heerema)**.

Heerema will build the WHP jacket and piles, the well head access deck and access ways. It's expected that the well head access deck and access ways will be fabricated in Hartlepool, with the WHP jacket being built in Vlissingen in the Netherlands. The contract is expected to be ready for 'sail away' ahead of drilling startup on the project in Q2 2016, subject to a final investment decision in 2015. The award comes as **Hercules Offshore Inc**, the provider of the newbuild jackup rig for the Culzean development, begins a recruitment drive in Aberdeen as it establishes a permanent UK presence to support the Culzean project and pursue other market opportunities. This inward investment is expected to create up to 100 offshore and 20 onshore jobs. Welcoming the WHP jacket award, Maersk Oil UK Managing Director, Martin Rune Pedersen said, "The Culzean project continues to progress well. This award has been made on schedule and three weeks after steel cutting began on the heavy duty jack-up rig which will commence drilling in Q2 2016, subject to final approvals." Commenting on the announcement, Exchequer Secretary to the Treasury, Priti Patel MP said, "The Culzean project has the potential to meet around 5% of UK gas demand in 2020/21, and would not be possible without the Government's ultra high pressure, high temperature cluster area allowance. The new allowance builds on the existing work that the Government has done with industry through field allowances, which has helped create new jobs through record levels of investment. Oil & Gas UK estimates the Government's allowances directly incentivised £7bn of investment last year. **Source : PennEnergy**



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SF FIRST RESPONDERS PARTICIPATE IN FERRY ACCIDENT TRAINING EXERCISE

San Francisco first responders hold training drill for potential bay accidents

A number of first responders are on San Francisco Bay, training to save passengers from a ferry boat that's "on fire." The San Francisco Fire Department says more people are on the bay and recent incidents have placed the focus on the possibility of an accident that could have catastrophic consequences. They wanted to work with other emergency responders to train on what they would do if there was an accident. ABC7 News shot video of the drill that took place on Wednesday. In the video, one of the Golden Gate ferries shoots out large plumes of thick, grey smoke due to an engine fire. The fire moves rapidly to the top deck, forcing passengers to jump into the bay.



The water is cold and many of the passengers cannot swim.

Remember, this is a drill. More than 40 passengers have injuries ranging from smoke inhalation and burns to broken bones. SFFD says working with other first responders is key to being ready should tragedy strike. "Communication is always a difficult thing when you get inter-agencies working together, so this drill is to find those areas that we need to improve on, even

strengthen the areas that are already strong and create a good working network with the other agencies that depend on one another," Batt. Chief Rudy Castellanos said. The U.S. Coast Guard, Golden Gate Ferry and National Park Service were also there together with SFFD to make sure that communications work, especially after recent incidents. Not only was there the tanker that hit the Bay Bridge, there was also a ferry accident recently. First responders want to be prepared should tragedy strike because of the increase of people on the bay. **Source : abc7news**

The CMA CGM ELBE enters the CMA CGM fleet

The CMA CGM Group is pleased to announce that the maiden voyage of the **CMA CGM ELBE** began on October, 14th, 2014 in Dalian (China). The **CMA CGM ELBE** (9400 TEUs) is the second of a series of 28 vessels from 9400 TEUs to 10 900 TEUs, vessels which will be delivered from now to the third quarter of 2016. Last June, the Group received the delivery of the first vessel of this series: the **CMA CGM DANUBE**. Each vessel of this one-of-a-kind series will be named after a famous river of the world. Sailing under the Malta flag and chartered bareboat to CIMC, it is the second chartered ship of this class built at the Chinese construction site DSIC (Dalian PRC) and delivered to the Group.

300m in length and 48m in width, it was designed to offer maximal loading capacity while meeting the technical constraints necessitated by the Strait of the Bosphorus. With a capacity of 1458 reefer plugs 40', which is the largest so far on such a ship, the **CMA CGM ELBE** embodies the Group's ambition to be a leader in this growing market.



Reefer containers maintain a temperature, a hygrometry and an atmosphere adapted to each product, offering container transportation flexibility and cold chain maintenance from the production to the delivery place. Operated on one of the emblematic lines of the Group, the « Bosphorus Express », (BEX), the **CMA CGM ELBE** will offer direct service between Asia, Turkey and the Black Sea. Accordingly, it will call Dalian, Tianjin, Kwangyang, Busan, Shanghai, Ningbo, Chiwan, Yantian, Tanjung Pelepas, Izmit, Istanbul Ambarli, Constanza, Odessa, Ilyichevsk, Port Said, Port Kelang, Singapore, and once again Dalian. In line with the sustainable development policy of the Group, the CMA CGM ELBE is equipped with all the latest environmental technologies which significantly reduce its CO2 emissions, as well as the Group's carbon footprint. More particularly, it is equipped with new bulbous bow shapes improving the hydrodynamics of the vessel at a speed of 16 to 18 knots... [CLICK HERE](#) to see the details of the vessel

Crowley Christens New Ocean Class, DP2 Tugboat, Ocean Sun, in Louisiana



As part of the company's industry-leading new vessel build program, **Crowley Maritime Corp.** christened the latest of its four tugboats in the ocean class series, **Ocean Sun**, in Lake Charles. The ceremony served to formally welcome the fourth dynamic positioning 2 (DP2) tugboat to the company's expanded ocean towing fleet, which has been involved in most of the major offshore oil production installations in the U.S. Gulf of Mexico over the past 18 months.

Todd Busch, senior vice president and general manager of Crowley's solutions group, opened the ceremony to approximately 80 guests. He was followed by a series of speakers including **Tom Crowley**, chairman and CEO; **Craig Tornga**, vice president, solutions, and Robert Socha, executive vice president, sales and marketing, Bollinger. Following an introduction of the tug's crew members by Cal Hayden, vice president, marine operations for Crowley, and a blessing of the vessel by Deacon Patrick Lapoint, director of the Stella Maris Seafarers' Center at the Port of Lake Charles, Vessel Sponsor **Coreen Busch**, wife of Todd Busch, broke the ceremonial bottle of champagne across the hull of the boat.

ENI Petroleum, **Heerema** and **Bechtel** – all **Crowley** customers – had representatives in attendance, as did the area's port commission. "Today we are pleased to formally welcome the latest of our four Jones Act ocean class

tugboats to the fleet and culminate this multi-year build program,” said **Crowley**. “These boats, along with their exceptional crews, have consistently met and exceeded the expectations of our energy customers doing business in the U.S. Gulf of Mexico. We look forward to many years of service from these powerful and reliable cornerstone vessels.”

The **Ocean Sun**, which features DP2 technology, is part of a feature-rich, four-vessel family of tugs ideally suited to work with Crowley's new 455 series high-deck strength barges, which measure 400 feet long by 105 feet wide (121.92 meters by 32 meters). Crowley's ocean class tugs are outfitted for long-range, high-capacity ocean towing, rig moves, platform and floating production, storage and offloading (FPSO) unit tows, emergency response and firefighting.

All four of the ocean class tugboats are designed to have a minimum bollard pull of 150 metric tons and a range of approximately 12,600 nautical miles at 15 knots free running. They are outfitted with twin-screw, controllable-pitch propellers in nozzles and high lift rudders for a combination of performance and fuel economy.

During the first-ever pairing of all four ocean class tugs – **Ocean Wave**, **Ocean Wind**, **Ocean Sky** and **Ocean Sun** – worked together to tow the largest offshore oil production and drilling platform of its kind ever to be built for use in the U.S. Gulf of Mexico, the 120,000 ton TLP Olympus for 425-miles from Ingleside, Texas, to her final location in more than 3,000 feet of water. Later the quad towed, moored and made storm-safe the Jack/St. Malo topside at a depth of 7,000 feet and moved Delta House floating production platform and Chevron's **TLP Bigfoot**. Three of the tugs, **Ocean Wave**, **Ocean Wind** and **Ocean Sun**, also towed the 605-foot long, 110-foot wide Lucius spar for Anadarko Petroleum from Corpus Christi, Texas, to Keathley Canyon Block 875 some 300 miles offshore; and **Ocean Wind** towed the production deck of Saipem's Tubular Bells topside also in the Gulf of Mexico.



Above seen the Crowley tugs **OCEAN WAVE** and **OCEAN WIND** taking departure from Corpus Christi, Texas with **Lucius Spar** starting the 250 mile tow to her new home in the Gulf of Mexico. **Photo : Tim Burdick ©**

Crowley's solutions group is a Project Management Organization (PMOrg) providing marine solutions as a prime contractor for the energy and resource extraction industries. This specialized team, which has its main Project Management Office (PMO) in Houston, Texas, provides turnkey marine solutions through the company's diverse capabilities, assets and world-class project management skills. The solutions group allows Crowley to provide greater value to customers with multifaceted marine and offshore construction-related projects. Additional information about this group can be found online at www.crowley.com/solutions. Additional information about parent company, Crowley – a marine solutions, energy and logistics services company founded in 1892 – can be found at www.crowley.com



Tugboat & Shipping Navigational Services in the US Industry Market Research Report from IBISWorld Has Been Updated

The **Tugboat and Shipping Navigational Services** industry has been subject to fluctuating conditions that affected many water-transportation industries in the past five years. The recession's effects trickled down to the industry, as decreased trade in 2009 led to fewer ships needing guidance in and out of ports. While the steep decline in waterborne freight that occurred in 2009 damaged demand for that year, the strong rebound in trade activity in 2010 allowed revenue to recover. In the five years to 2014, revenue is expected to increase at an annualized rate. In fact, after weathering the worst of the storm, trade value has accelerated consistently throughout the past four years, continuing to do so through 2014. As a result of this increase in demand, IBISWorld expects the industry to experience a increase in revenue over 2014.

While benefiting from rebounding trade, the industry's profitability has been adversely affected in recent years by rising oil prices. Oil prices increased significantly in 2010 and 2011, and have remained relatively high, forcing industry operators to use surcharges to pass additional fuel costs to customers. Additionally, these increases have proved detrimental to industry competitiveness because, compared with air and ground transportation, cost savings had traditionally drawn business to waterborne freight. According to IBISWorld Industry Analyst Omar Khedr, "To maintain competitiveness, operators were forced to absorb losses." Since most operators are small operators, such a decrease in profit has hindered growth in the number of establishments operating in this industry. Over the five years to 2014, the number of establishments is expected to marginally increase at an average annual rate.

"After navigating this period of heightened volatility, the Tugboat and Shipping Navigational Services industry is looking to enter open water as the economy continues to accelerate over the five years to 2019," says Khedr. On the heels of forecasted growth in economic activity, trade is expected to increase and waterborne freight is likewise expected to grow. As a result, industry revenue for tugboat services is expected to improve, growing over the next five years. However, oil prices will remain a threat for the industry, with this crucial input cost expected to keep profit growth in check. For more information, visit **IBISWorld's Tugboat & Shipping Navigational Services** in the US industry report page. **Source : Digital Journal**

Body of Vung Tau captain recovered after collision with Malaysian barge

By Nguyen Long, Thanh Nien News

Rescuers recovered the body of a Vietnamese fishing boat captain who fell into the sea after a collision with a Malaysia-flagged barge and tug last Saturday. Nguyen Van Thuong, 30, was found seven nautical miles from the site of the collision. At around 8:30 p.m. on Saturday, the **Newton 5** barge and **Newton 3** tugboat were carrying over 10,000 tons of rock from Vung Tau to Singapore when they crashed into the fishing boat coded QNg 94301 TS, from

the central province of Quang Ngai. The fishing boat was carrying 12 people at the time of the accident, which occurred some 17 nautical miles from the Vung Tau cape. The crash left a big hole on the fishing boat's port side, allowing water to flow into the hull. Thuong, the captain, fell overboard and drowned. Seven crew members jumped into the Newton 5. The remaining four were rescued by a nearby fishing boat. A search and rescue team from the Vung Tau Maritime Authorities rallied to the site and ordered the Newton 5 to stop. The fishing boat was then towed ashore for repairs. **Source : [thanhniennews](#)**

Crude oil tankers buoyed by low supply growth, as winter season approaches says BIMCO report

Seasonally strong oil demand over the course of the winter is expected to provide support to the tanker freight market said BIMCO in its short term outlook of the market. More specifically, "for October/November, BIMCO expects earnings for the three crude oil tanker segments to react positively to the slow supply growth as we enter the Winter season. VLCCs are expected to firm around USD 18,500-37,500 per day, Suezmax crude oil tankers at around USD 20,000-40,000 per day and Aframaxes could be reaching USD 35,000 per day at the high end and USD 15,000 per day at the low end of our interval in a volatile market".

"In the product tanker segment, BIMCO expects earnings on the benchmark routes from AG to Japan for LR1s to remain around USD 14,000-22,000 per day. LR2 ships are likewise enjoying a stronger market, with earning set to stay around USD 18,000-28,000 per day. Handysize rates are seen holding more upside and thus improve steadily in the USD 7,500-15,000 per day, with MR average rates already enjoying a lift and thus forecast to be in the interval of USD 10,000-16,000 per day".



Chevron's [LIBRA VOYAGER](#) anchored off Singapore **Photo : Piet Sinke © – Click on the photo or hyperlink !**

In terms of demand, BIMCO noted that "the world seems to be awash with oil these days, to an extent that no geopolitical tensions in the oil-rich producing nations can make us "scared enough" to hike oil prices. We seem to have become accustomed to a world where such tension is the norm. This is very good news for the world economy, as it brings down the cost of energy – despite a number of ongoing major conflicts and the challenges related to Ebola in West Africa. Moreover, it could spur demand for oil, which will be good for oil tankers. An example of this unusual situation is the continuing surge in southern Iraq's exports, despite the fighting in the North of the country".

It added that "one more reason for oil prices to be at a four-year-low is the fact that net energy imports as share of consumption in the US are at their lowest level in 29 years. Demand is currently going up in the US, but domestic production is rising at a faster rate. Record-setting liquid fuels production growth in the US dwarfs the oil supply disruptions elsewhere, increases supply, and lowers prices. It is also very positive to note that the West African producers are being successful in selling the oil they used to ship to the US to new customers in the Far East. Reports hint at record high export levels to China from Angola primarily, but also from Nigeria and neighbouring oil exporting countries. A lower price has stimulated demand". According to the report, "for crude oil tankers, the exchange of short US-bound hauls with longer Asia-bound hauls provides a much-needed boost of ton-miles, as more tankers are employed to transport the same amount of cargo when the sailing distance is longer. Concerning the product tanker

market, freight rates have performed pretty badly for the Handysizes and MRs during Q2 and Q3. A lot of that has to do with more European imports coming from Russia, but it is also due to US oil product exports coming down sharply in April and being slow to recover. US oil product imports, too, have retreated since April. This slowdown has broken the steadily rising trend somewhat, but it remains true that the combined transport work of imports and exports that have lifted demand in recent years are heading for a slower rise and possibly a plateau in coming years”.

In terms of supply, BIMCO's Chief Shipping Analyst, Peter Sand noted that “the order-book for tankers has risen in the past two months and it is all about crude oil tankers. Four VLCCs and six Suezmaxes made the headlines, as the order book for product tankers dropped from 26.2 million DWT to 24.4 million DWT. The new orders have lifted the level of crude oil tanker capacity for delivery in 2016 by 16% – bringing the expected fleet growth up to an uncomfortable four-year-high – the expected growth will represent 3.0% of the active fleet at that time”.



The [ASIAN JASPER](#) anchored off Singapore Photo : Piet Sinke © – [Click on the photo or hyperlink!](#)

The report also noted that “before we reach 2016, the year before that gives reasons for optimism, as we have seen glimmers of hope in improving crude oil tanker freight rates in 2014. Following three devastating years from 2011-2013, with average crude oil tanker freight rates of USD 15,500 per day, 2014 has delivered USD 22,400 per day so far. What we still need to see is a premium rate for the larger sizes, as we see it in a “normal” market. 2014 has been extreme in that sense as all vessel sizes have earned the pretty much the same, with Aframax earning USD 22,053 per day, Suezmax USD 23,523 per day and VLCCs USD 21,642 per day”.

Similarly, “4.9 million DWT of new product tanker capacity has been delivered year-to-date. Taking demolition of 1.2 million DWT into consideration, it brings the fleet growth up by 2.7%. This is equal to the full year supply growth of last year. BIMCO forecast product tanker supply growth at 4.5% for 2014 as a whole. The limited fleet growth below 2% in the crude oil tanker segment is a very positive story in 2014 and 2015. This is pivotal to bring about better sentiment, as well as improvements to the fundamental supply-demand balance. Current demolition prices are high, but as we have seen so many times before, it does not necessarily mean that owners are attracted by the improved prices. According to GMS, demolition prices offered for tankers in Pakistan, Bangladesh and India are around USD 480-490 per ldt. There are some reports of a 23 years old Suezmax tanker sold at USD 525 per ldt at the end of August 2014”, BIMCO said in its report. In terms of the market outlook, BIMCO noted that “going forward, the coming year seems brightest for crude oil tankers, as the pressure from the supply side is low. For oil product tankers, BIMCO expects 2014 and 2015 to bring about increased supply side pressure, but also to provide improved demand side opportunities. However, the subdued economic growth is also weighing heavily on overall oil demand. IEA expects growth of 1% in 2014 and just 1.3% in 2015. A weaker outlook for Europe and China underpins the downward revision published 11 September”. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Container Shipping: Is the strong level of demand sustainable going forward?

Two key trading lanes attract attention these days: one being the major battlefield today – the other being the potential battlefield of tomorrow. Today's main battlefield is the Far East to Europe trading lane, which recorded a demand growth of 8.0% in the first seven months of the year as compared to the same period last year according to

CTS. August contributed further to a strong year, coming in 8.6% higher than August 2013. Knowing the sad state of the European economies, unfortunately, such a strong increase in demand appears to originate more from inventory restocking than anything else.

Regardless of the reason, the strong demand side has brought down the number of idle ships and eased the integration of newbuilt Ultra Large Containerships (ULCS) into the Far East to Europe trading lane. At the same time, freight rates have been firm until the start of the peak season. At the busiest time of the year in container shipping it appears as though the market has been awash with tonnage. This has brought freight rates down. The recent Golden Week holiday in China has caused supply to contract to meet the new level of demand. It remains to be seen whether the next round of General Rates Increases can turn the tables once more and bring about higher freight rates. Regarding the battlefield of the future – the Far East to US East Coast trading lane – we have seen a very steady freight rate level improve going into the peak season. Hitting a new record high level on 1 August USD 4,187 per FEU, rates peaked at USD 4,636 per FEU a month later. BIMCO data shows a demand growth of 8.7% for the first eight months leading the rally. Why might the Far East to US East Coast lane become the battlefield of the future? For several reasons. A) The expansion of the Panama Canal to service container ships up to 13,000 TEU from 2016. B) The enlargement of Suez Canal started only a couple of months ago. C) The heightening of the Bayonne Bridge to allow ULCS to call New York/New Jersey. D) The ongoing delivery of ULCS is likely to introduce some of the cost-effective ULCSs on this long-haul trade to reap the economics of scale, beyond the preferred trade for them which is Far East to Europe. E) The expansion of other US East Coast ports that allow them to receive the giant vessels in future, by dredging and introducing larger “Super-Post-Panamax” cranes. The volume growth is already there with much room for expansion. Time will tell how that trade will develop. Extremely poor demand for second-hand Panamax ships of



4,000 TEU has brought asset prices to the floor for that ship type and size. According to vesselsvalue.com, second-hand prices are down by 26% to 38% since the beginning of the year. This can be compared to positive developments in prices for all ships of a larger size.

Left : The **WAN HAI 213** Handling boxes off Hong Kong last Saturday

Photo : **Piet Sinke** © – **Click on the photo !**

We have seen a strong individual “commitment” to mitigate the supply side impact from the liner companies during the last 2-3 years. Nevertheless, developments during the past two months have derailed this somewhat. The fleet has grown by 4.9% in the year so far, and is on track to grow faster this year than in 2013 on an annualized basis. The demolition of non-competitive ships, which has been brisk in

the first seven months, has cooled down promptly in August/September from a monthly average of 43,618 TEU in the months of January to July to a monthly average of just 14,569 TEU in the most recent two months. This indicates that demolition going forward may not be as strong as it has been this year and the year before. Year-to-date scrapping now amounts to 335,000 TEU.

Moreover, investors have lost their cool, as ships with a combined capacity of 254,000 TEU have been ordered in the past six weeks. Of these, 15 are ultra large container ships in the region of 13,780-19,200 TEU and 12 are small feeders, with an average size of 1,327 TEU. The size trend in orderings has become even more explicit and it continues what we have seen throughout the year. In spite of the recent ordering flurry, year-to-date contracting activity amounts to 828,000 TEU; a significant improvement to the full year new orderings of 2013 at 2.1 million TEU.

Postponements during in recent months provide a beacon of hope. Amongst other ships, 10 ULCS originally scheduled for delivery in 2014 have been postponed to 2015. This has reduced the market pressure from newbuildings delivered this year further – still high, but eased by the impressive demolition activity. This hectic postponement activity has caused us to adjust our postponement assumptions from 10% to 15%, as owners and investors realise that too many orders delivered too soon cannot be absorbed by the market without a considerable negative impact. Looking ahead,

BIMCO estimates a four-year-high fleet growth level for 2015, as long as the delivery of newbuildings keeps surging while demolition is set to ease off.

The past two months have once again proved that freight rates on container trades move in mysterious ways. What seems like a trend turns out to be anything but, and what seems to be industry knowing exactly how much supply is needed to make the best out of a strong demand side, pushes it too far.

The market is now past the peak season and supply management is as high as ever on the agenda for an industry being characterised by a full focus on cost cutting initiatives as it strives to restore profitability. The companies toughest on costs and the ones with the most efficient ways to operate their business networks and exploit the economies of scale offered by the market, will come out on top. Alliances and extensive vessel sharing agreements are now completely dominating all trades in the industry. No single liner company can reach the next level of operational excellence on its own. Time will tell if all the initiatives and subsequent money saved will end up in the Profit/Loss statements of the liner companies. Or whether their customers are able to negotiate their share of the savings. A factor in the future market that may not seem that significant today can have a large impact on the future exports of manufactured goods. The market today is dominated by China, a nation which will still be the dominant player going forward – but not undisputedly. Higher wage costs in China that producers are unable to pass on to consumers are set to bring to life other and cheaper manufacturing centres. Pushing that development forward is also the 30% rise in the Chinese Renminbi against the USD over the past decade, as Beijing slowly allows the Renminbi to appreciate. Indonesia, Bangladesh and Myanmar are on the rise and China may lend them an unexpected hand. **Source: BIMCO**



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U.S. Warships Stay in Philippines Amid Murder Probe

BY MAREX

The United States will keep custody of a Marine suspected in the murder of a transgender Filipino he met in a bar, the head of the Philippine military said on Tuesday, and U.S. officials said a number of U.S. warships would remain in the country. "Under the Visiting Forces Agreement, the custody of the erring soldier stays with the Americans," General Gregorio Catapang said after a meeting with Admiral Samuel Locklear, head of the U.S. Pacific Command.

Chuck Little, a spokesman for U.S. Marines in the Pacific, said Locklear had told all U.S. warships remotely related to the incident to stay pending an investigation into the killing of Jeffrey Laude, 26, who was found strangled on Saturday in Olongapo City.

Army Colonel Steve Warren, a Pentagon spokesman, said one Marine was being held pending investigation and three others were being questioned. The U.S. military has not disclosed the name of the suspected Marine because no charges have yet been filed against him. Philippine officials had earlier said one U.S. Navy ship, the **USS Peleliu**, would remain while others which had been in the Philippines for a 10-day military exercise, would leave.

The ships were the **Peleliu**, an amphibious assault ship; the **USS Germantown**, a dock landing ship; the cargo ships **USNS Sacagawea** and **USNS Washington Chambers**; and the **JHSV WestPac Express**, a high-speed catamaran. "The Marine Corps will continue to fully cooperate with the Philippine authorities during the investigation and any follow-on actions that are required," Little said. A murder case could be filed against the Marine as early as Wednesday, a police source said, adding that authorities were waiting for completion of a post-mortem report. The Philippines will have criminal jurisdiction, according to Catapang, meaning that local courts would try the serviceman.

He said the region's two oldest security allies met on Tuesday to finalize more than 400 military activities next year under a mutual defense treaty, focusing on maritime security and humanitarian assistance and disaster response operations. "This will not affect our relationship with the United States," Catapang said, noting that the incident did not occur during the exercises but while the soldier was on break. During the meeting between Catapang, Locklear and Philippine Defense Secretary Voltaire Gazmin, Locklear offered his regrets for the incident, expressed sympathy with the victim's family, and sought a full investigation, Catapang said.

The U.S. Navy Times said the Marine was in the custody of American military officials aboard the USS Peleliu in connection with the case. A Philippines nationalist group that opposes a 10-year defense cooperation pact signed by Manila and Washington in April demanded that the government take custody of the serviceman. "Surrender the American soldier to Philippine authorities, then allow all U.S. ships and military personnel to leave and never come back," the group's leader, Renato Reyes, said. Presidential spokesman Herminio Coloma assured the family of Laude, who also went by the name Jennifer, that the Philippine government would make every effort to secure justice.

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NAVY NEWS

Carl Vinson Carrier Strike Group Checks in to US 5th Fleet

The **Carl Vinson Carrier Strike Group** wrapped up operations in the Western Pacific and reported for duty in the U.S. 5th Fleet area of responsibility Oct. 15. The strike group consists of **USS Carl Vinson (CVN 70)** with embarked **Carrier Strike Group (CSG) 1**, **Carrier Air Wing (CVW) 17** and **Destroyer Squadron 1**, along with guided-missile cruiser **USS Bunker Hill (CG 52)**, guided-missile destroyers **USS Gridley (DDG 101)**, **USS Sterett (DDG 104)**, **USS Dewey (DDG 105)**, and elements of **Explosive Ordnance Disposal Unit 3**.

"All of our hard work and effort through the workup cycle was done with operations in this part of the world in mind," said **Rear Adm. Christopher Grady**, commander of the **Carl Vinson Carrier Strike Group**. "We are ready on arrival to execute the tasking of our leadership." On the way to the 5th Fleet area of responsibility the strike group took part in Valiant Shield 2014, which was a rare opportunity to conduct integrated joint training exercises with two carrier strike groups. Valiant Shield involved 19 ships and more than 200 aircraft from **Carl Vinson** and **George Washington Carrier Strike Groups**, the U.S. Marine Corps, and U.S. Air Force. The exercise took place less than a month after the Carl Vinson Carrier Strike Group participated in an Undersea Warfare Exercise (USWEX) off of the coast of Hawaii. The USWEX tested the strike group's ability to detect, evade, and fight undersea threats.

The strike group deployed from San Diego Aug. 22 and recently completed a port visit to Singapore, Oct. 7. During the port visit, the **Carl Vinson** hosted a reception in conjunction with the U.S. Embassy Singapore for local and regional dignitaries, and **Bunker Hill** held a change of command ceremony during which **Capt. Sterling Dawley** relieved **Capt. Yvette Davids**. Play video of strike group: [CLICK HERE](#).

Tender for 56 naval choppers scrapped

NEW DELHI: A tender for procuring 56 naval helicopters from abroad at an estimated cost of Rs 9,000 crore was today scrapped by the Defence Ministry which decided to get them manufactured in India by local players with foreign collaboration. This is the third helicopter tender in the recent months to have been scrapped by the government since the cancellation of Rs 3600 crore VVIP chopper deal with Anglo-Italian firm AgustaWestland in the wake of bribery allegations on January one this year. The tender for procuring 56 Naval Utility Helicopters has been scrapped and a fresh acquisition process would be initiated where these choppers would be made in the country involving Indian manufacturers who will be allowed to partner with the foreign vendors, Defence Ministry sources told PTI here.

Two contenders were in the race for this Rs 9,000 crore tender including the European Airbus Helicopters and AgustaWestland and they have been intimated about the decision, the sources said. The Navy had plans of using these choppers for replacing its ageing fleet of Cheetah and Chetak helicopters, which have been in service for over 30-35 years. The tender was issued two years ago by the Navy for procuring twin-engine choppers and was sent to major chopper makers including US firm Sikorsky, Eurocopter, Kamov and Italy's Agusta Westland. In the tender, the

navy has specified that the 4.5 tonne helicopters should have twin-engines to allow them to operate in rough sea conditions. **Source : Indiatimes**

SHIPYARD NEWS

China to partner with Carnival and Italian shipyard on first cruise ship

China, the world's largest shipbuilder, is looking to build its first luxury cruise vessel, with help from cruise operator **Carnival Corp** and Italian shipyard **Fincantieri**, as the country looks to expand domestic tourism. Carnival said on Wednesday that it had signed a memorandum of understanding with **China State Shipbuilding Corp (CSSC)**, with the eventual aim of forming a joint venture that would also include **Fincantieri**.

China's cruise industry is predicted to become one of the world's largest with 4.5 million passengers by 2020, according to government figures. It has become a top target for firms like Carnival and Royal Caribbean as its fast-growing middle class eyes new holiday options.

Carnival said it would provide ship design and shipbuilding expertise to help create and define the specifications for the China-built cruise ship. It said the memorandum also included other opportunities, such as the formation of a domestic cruise company. China's shipbuilding industry, which stormed past South Korea to become the world's largest in 2010, has been hit hard by a prolonged global shipping slump. That has left many of its yards with high debt burdens and a lack of orders. The government has moved to support the industry, which employs millions of workers, by providing subsidies to encourage shipping lines to order new vessels. It has also encouraged yards to venture into building higher-technology vessels, such as offshore equipment. CSSC, one of China's top two state-owned shipbuilding firms, has shares listed in Shanghai through subsidiary China CSSC Holdings. **Source : South China Morning Post**

Hallin and DDW-PaxOcean close to agreement on new build cancellation

Hallin Marine, which was closed down last week by parent company **Superior Energy Services**, is close to reaching an agreement with **DDW-PaxOcean** over the cancellation of multi-service vessel **CSS Derwent**. The vessel was ordered in 2010 and **Hallin** has tried to enact a refund of their prefunded amounts based upon refund guarantees provided by the yard. The vessel has been delayed beyond the cancellation dates provided in the shipbuilding contract by close to two years. The yard sought a court injunction with a hearing due last Thursday. The hearing was suspended as both parties seek a compromise due to Hallin contributing to the late delivery with various spec changes on the vessel. It is believed that the compromise will involve Hallin receiving deposits it paid to a value of a little over \$60m, while **DDW-PaxOcean** will take ownership of the vessel inclusive of Hallin provided OFE at over \$100m mark.

Meanwhile, **Hallin** has cancelled around \$23m worth of projects and is currently operating on a skeleton staff tasked with the job of helping to wind down the company, which is expected to take at least six months. **Source : Seashipnews**

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Europe introduces measures at ports to prevent spread of Ebola

AS the Ebola outbreak continues to spread in some West African countries several countries in Europe have introduced measures at their ports to prevent the virus spreading to the continent. In Spain all vessels must submit their Health Maritime Declaration prior to arrival at Spanish ports. Health Authorities will take all necessary precautions, including inspections and shore leave prohibition, for vessels arriving from Guinea Konacry, Sierra Leone, Liberia and Nigeria) or that have visited any of these countries affected by the virus recently. Masters are required to report any illness symptoms amongst his crew. Any ill crew member must complete a form indicating the last countries he has visited, GAC Hot Port News reported. Authorities in the Netherlands have ordered that vessels complete and deliver the Maritime Declaration of Health. Measures taken on board should also be noted on the ship sanitation control certificate.

In case of a suspected case of the Ebola virus onboard a ship, immediate expert medical opinion should be sought and the event must be reported as soon as possible to the next port of call. Depending on the situation, the competent authority may need to arrange medical evacuation or special arrangements for disembarkation and hospitalization of the patient and laboratory diagnosis.

Passengers, crew members and cleaning staff who have been identified through contact tracing should be assessed for their specific level of exposure. If a crew member is feverish his temperature is to be monitored. For those considered to be at higher risk their temperature is to be taken twice daily for 21 days. Port authorities cannot advise the delays but crew will be medically checked and the ship will be disinfected. While waiting for the outcome of the medical check all crew will stay in quarantine in hospital. In France, authorities at the port of Le Havre have ordered that the Maritime Health Declaration must be sent to the agent before the ship's arrival. For vessels that have touched a port from West Africa in the past 30 days, waste has to be landed and incinerated via a specialized local waste collector. If a suspected Ebola case is reported, any actions will be taken by port authorities on a case-by-case basis (to quarantine).

Rouen port authorities will only request a Maritime Declaration of Health from vessels coming from ports in West Africa. At this stage, port authorities have not declared any other restrictions. At the port of Brest, the Health Maritime Declaration will systematically be requested by the harbour master from vessels arriving from ports from West Africa in addition to usual pre-arrival requirements prior to entrance in port, namely the crew list and the International Ship and Port Facility Security (ISPS) Code. No special restrictions have been imposed at the port of Dunkirk. The harbour master will take a special care of Free-Pratique request before arrival in port, for vessels arriving from West Africa.

At the ports of Montoir/Donges/St Nazaire vessels must complete and submit the Maritime Declaration of Health and the last ten ports of call document 48 hours before arrival on roads. If the Maritime Declaration of Health is OK and the master has nothing to report, the vessel will automatically be authorized to enter the port.

If, however, the master declares a health problem onboard, a special procedure will apply and the vessel will not be authorized to immediately enter the port. Ports authorities, the French army and medical shipping departments will diagnose the sick individual and a special process will be engaged. In the UK the Maritime and Coastguard Agency is monitoring vessels that have visited ports in countries where the Ebola virus is present which intend to transit through UK waters or stop at UK ports. Every vessel of interest will be contacted by the coastguard, as it enters UK Automatic Identification System (AIS) coverage to determine the vessel's health status.

If a radio medical advice is sought through the coastguard, or requires a search and rescue response, or a medical evacuation, HM Coastguard will notify search and rescue units before a response can be undertaken so that they can prepare for and manage the situation more cautiously if required. In case of a suspected case of Ebola, the vessel will be asked to divert to the nearest suitable port where the casualty can be taken off the ship by land-based medical services in a controlled manner.

Ebola outbreak precautions are also being taking at Salalah port in Oman. Agents of all vessels calling at Salalah are required to send to port control and the port facility security officer (PFSO) a list of the last 10 ports of call at least 48 hours prior to declared estimated time arrival (ETA) of the vessel. If the last 10 ports of call include ports in Guinea, Liberia, Sierra Leone, Nigeria and Senegal, port control, PFSO and health authorities must be specifically informed.

Source : Asian Shipper

Australia: marine studies under way at Port of Hastings

A series of marine studies is being rolled out this month to support the planning of the Port of Hastings Development Project, Minister for Ports David Hodgett has announced. Mr Hodgett said the studies demonstrated the thorough process the Port of Hastings Development Authority is taking to progress planning of the project and develop a business case. "The Victorian Coalition Government has committed to developing the Port of Hastings as Victoria's second container port to complement the Port of Melbourne and to cater for the growth of container movements," Mr Hodgett said.

"The expansion of the Port of Hastings is a project with multiple elements involving several stages of comprehensive planning. This year, the project has progressed under the Major Transport Projects Facilitation Act and the authority has specialist study teams on board to ensure a thorough approach is taken over the next few years of planning.

"Starting the marine studies now will ensure we gather the necessary information to be able to progress port design and planning and inform the proposed expansion of the Port of Hastings. These marine studies will build on previous studies of Western Port including the work which commenced in the early 1970s and subsequent studies since, and will continue to improve our understanding of the area.

"The Victorian Coalition Government is committed to undertaking a robust planning process for the expansion of the Port of Hastings and see it progressed as Victoria's next container port to ensure the long-term economic growth of our State," Mr Hodgett said. Port of Hastings Development Authority CEO Mike Lean said the studies will provide a baseline of the existing conditions and the results will be used to inform other areas of port planning. "Hydrodynamic studies will be used to inform port design and planning, providing us with a clear understanding of the wave and current conditions that ships will experience in the channel," Mr Lean said. Source : Dredging NewsOnline

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Handing over ceremony of Dredger "Sayuru" on Oct.18

The handing over ceremony of a Self-Propelled Grab Hopper Dredger named "Sayuru" would take place at the Dikkovita fishery harbour on October 18 at 3:00 PM. Dr. Rajitha Senaratne, Minister for Fisheries and Aquatic Resources; Sarath Kumara Gunarathne, Deputy Minister for Fisheries and Aquatic Resources, Nobuhito Hobo the Ambassador of Japan, Kiyoshi Amada, the Chief Representative of JICA, Sri Lanka Office, and other dignitaries would grace this occasion.

The construction cost of the dredger totaling JPY 988 million (approximately LKR 1.2 billion), was entirely borne by the Government of Japan under its Grant Aid scheme. The design and construction work of the dredger commenced in October 2013 in Hiroshima, Japan and its delivery will take place ahead of the original schedule. The overall length of the dredger is 49.90m, with a breadth and depth of 11.50m and 3.40m, respectively. The gross tonnage is 624tons. It is powered by twin 625 kw engines. The dredging crane has a boom length of 19.50m with a hoisting capacity of 11.0t. Sayuru is equipped with modern navigation and radio equipment making it one of the most technically advanced dredgers ever to be received by Sri Lanka. 'Sayuru' would bolster the dredging capacity of Ceylon Fisheries and Harbours Corporation to meet the demand for maintaining the operational depth of fishery harbours to ensure the unhindered fishing activities of the fishermen. In addition, the accidents caused by the sedimentation would be avoided and the smooth navigation of the fishing boats in the navigation channels and harbours could be secured. Over time, it is expected that the social and economic status of fishermen would be augmented and there would be an

enhancement in the supply of fish protein to the people of Sri Lanka. All fishery harbours around the nation would benefit from the dredger. Japan has already provided a similar dredger to Sri Lanka during 1988/89 period by the name "[Ruhunuputha](#)".(KH) [Source : news.lk](#)

Rosmorport to acquire 9 ships for port Novorossiysk, initial price – RUB 670 mln

FSUE Rosmorport has announced an open tender to select an organization entitled to sign contracts for sale and purchase of vessels divided into 7 lots. According to the company materials, the initial price is RUB 670 mln. The lot of two self-propelled hopper barges with hold capacity of about 600 cbm is valued at RUB 50 mln. The lot of self-propelled hopper barge with hold capacity of about 500 cbm is valued at RUB 20 mln. The lot of bucket dredger is valued at 140 mln. The lot of bucket dredger is valued at RUB 100 mln. The lot trailing suction hopper dredger is valued at RUB 150 mln. The lot trailing suction hopper dredger is valued at RUB 160 mln. The source of financing – the company's internal funds. The place of delivery – port Novorossiysk. The deadline for application of bids – October 17, 2014. [Source : PortNews](#)

MARITIME ARTIST CORNER



An oilpainting with a Scottish view from [Hans Breeman](#). The ferry ship [Caledonian Isles](#) is seen here on the Firth of Clyde, crossing her normal route Adrossan / Brodick to the Isle of Arran. The Caledonian Macbrayne company is famous in Scotland and provides many crossings. Some crossings are extremely great to enjoy.

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The **LUCY ESSBERGER** outbound from Amsterdam - Photo : Simon Wolf ©

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