

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – 309



Number 309 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 05-11-2014

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Nice weather, but no sand work last Sunday off Breskens in the Waterdunen because of a leakage in the hose connection. Only one ship crew was working very hard: The British crew of the AILEEN M Photo : Henk de Winde ©

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The **OFFSHORE WIELINGEN** operating at the operations at the Luchterduinen Windfarm in the Netherlands.

Photo : Capt. Erik Willems Master Jan Steen ©

Two more bodies found believed to be from sunken tugboat

Another two bodies, believed to be that of the missing crewmembers of the tugboat that sank off the Kuantan coast on Thursday, have been recovered. A Malaysian Maritime Enforcement Agency (MMEA) spokesman said one of the bodies was found by fishermen 11 nautical miles off Gebeng at about 7.30am Saturday. Meanwhile, Third Region Marine Police commander Asst Comm Azmi Ibrahim said Sunday that the other body was discovered by a patrol boat at 10am about two nautical miles from where the tug boat was hit by a freighter. The body had no clothes and was identified by a family member to be an Indonesian crewmember by the name of Ewan.

The two bodies were then brought to the Tengku Ampuan Afzan hospital for post-mortem. Five Indonesians and a local were onboard the tug boat when it was hit by another vessel and sank some 30m deep at 9.1 nautical miles off

Tanjung Gelang here at about 5am Thursday. An Indonesian crewmember Martin Sembiring, 30, managed to dive off the tugboat and was rescued afterwards. A body had earlier been found by the MMEA on Saturday but had yet to be identified. ACP Azmi said the marine police had deployed three boats, two officers and 22 personnel including divers to search for the missing men **Source : The Star**



EMAS **LEWEK CONTELLATION** moored in Schiedam with the recently installed **Huisman** Multi Lay (for reel and flexlay) tower **Photo : Floor van Kleeff ©**

ECOLOCK® long-lasting protection for offshore hulls now available

Ecolock is a new product from the makers of **Ecospeed** and **Ecoshield**. It is designed to protect offshore vessels for decades without the need for drydocking. Increasingly, offshore vessels such as FPSOs, FSOs, FLRSUs and others used for offshore oil and gas exploration, drilling, storage and transport need to stay out of drydock for 15, 25 even 40 years. The challenge has been to protect the underwater hull from corrosion and to provide a cleanable surface so that the biofouling that accumulates can be removed successfully and safely for UWILD and to reduce weight. Ecolock is the answer to that challenge. For decades it has been known that glassflake reinforced hard coatings last longer, are tougher and more resilient, need less repair and replacement than any other type of hull coating. Soft coatings such as biocidal antifouling and foul-release coatings do not hold up well. They need to be repaired or replaced often which is not good news for shipowners and operators and particularly offshore operators who need to keep their ships out of drydock. Their antifouling or foul release properties require that the ship move through the water at relatively high speed. On stationary vessels the fouling simply builds up.

Since the early 2000s a hard, cleanable, non-toxic, glassflake reinforced coating has been available, **Ecospeed**. **Ecospeed** is actually a coating system which combines a hard coating with routine in-water cleaning. The coating holds up for a remarkably long time, even in the ice or other harsh conditions. It can be cleaned as often as needed and becomes smoother not rougher with such cleaning. It has been used in offshore applications. It was found over time that a tougher version of Ecospeed, Ecoshield, is an even more effective protection against the forces of cavitation and corrosion that constantly impinge on the rudder and other running gear of a ship. Now Ecospeed and Ecoshield have acquired a cousin, also a glassflake reinforced coating, but this one intended specifically to meet the hull protection requirements of offshore vessels: **Ecolock** which is an extremely tough and durable coating designed to remain in excellent condition for 15 - 25 years without drydocking, repair or replacement. Ecolock can be cleaned underwater as often as needed to meet the UWILD and weight requirements of FPSOs, drill ships and other offshore vessels. Ecolock is the result of continual R&D on offshore hull coatings since the 1990s. **Ecolock** is completely non-toxic. It is a hard, impermeable coating which even the toughest barnacle will not penetrate. This is in direct contrast to antifouling or foul-release coatings. Barnacles and other fouling organisms attach and penetrate those coatings right through to the steel permitting the start and spread of corrosion. In the case of **Ecolock** the barnacles, coral and other fouling organisms can be removed completely by divers using special equipment, leaving no trace and restoring

the coating to its original condition. And because it is non-toxic, it is safe to clean the **Ecolock** coated hull when needed for UWILD or simply to reduce the weight when too much fouling has accumulated. This can be done even in sensitive waters. A White Paper with full details about protecting the hulls and tanks of offshore vessels is available in the Publications/Papers section of www.shiphullperformance.org for free download.



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The **DOCKWISE VANGUARD** moored last Sunday at the Marina Bay Cruise Centre in Singapore. The Marina Bay Cruise Centre Singapore is an iconic, dedicated two-berth cruise facility built to accommodate the largest seafaring cruise liners in service today. Deep waters and the absence of height restrictions provide a large turning basin even for the largest vessels with a pier capable to berth ships of up to 220,000 GRT and measuring up to 360m in length with a draft of up to 11.5m **Photo top : Yan Myo Aung - Smit Salvage ©**
Photo Left : Rutger Bierman – LOC ©

Maersk Drilling names world's largest jack-up rig in Norway



Photo : Piet Sinke © - [CLICK on the photo or hyperlink in the text below !](#)

In a ceremony held at [GMC Marine Partners](#) yard in Mekjarvik in Norway, Mrs. Anita Utseth, Senior Vice President in Det norske oljeselskab ASA (Det norske) had the honour of naming the ultra harsh environment jack-up rig [MAERSK INTERCEPTOR](#). [MAERSK INTERCEPTOR](#) is the second in a series of four ultra harsh environment jack-up rigs to enter Maersk Drilling's fleet. The four jack-up rigs represent a total investment of USD 2.6bn.



[MAERSK INTERCEPTOR](#) will commence a five year firm contract with Det norske for drilling the Ivar Aasen field in the Norwegian North Sea in December 2014. The contract includes two one-year options. The estimated contract value for the firm contract is USD 700 million. "With the naming of the [MAERSK INTERCEPTOR](#), we are taking the next step in Maersk Drilling's Norwegian history. Maersk Drilling entered Norway in 1990, because we saw a window of opportunity to provide competitive offers to oil companies with our jack-up technology. With the contract for [MAERSK INTERCEPTOR](#), we look forward to work closely together with Det norske and continue to grow and leverage our market leading position in Norway," says Claus V. Hemmingsen, CEO of Maersk Drilling and member of the Executive Board of the Maersk Group. The first two jack-up rigs, the [MAERSK INTREPID](#) and the [MAERSK INTERCEPTOR](#), have been delivered from the [Keppel FELS shipyard](#). The third named [MAERSK INTEGRATOR](#) (as seen left – [CLICK on the photo !](#)) will be delivered from [Keppel FELS](#) in 2015, and the fourth will be delivered from the [Daewoo Shipbuilding and Marine Engineering \(DSME\)](#) shipyard in South

Korea in 2016. All four have secured long term contracts with prime customers. With a leg length of 206.8 m (678 ft.) the rigs are the world's largest jack-up rigs and are designed for year round operation in the North Sea, in water depths up to 150 m (492 ft.). Uptime and drilling efficiency are maximised through dual pipe handling. While one string is working in the well bore, a second string of e.g. casing, drill pipe or bottom hole assembly can be assembled/disassembled and stored in the set-back area, ready for subsequent transfer for use in the well bore thus reducing the non-productive time. The drill floor features Multi Machine Control - a fully remote operated pipe handling

system allowing all standard operations such as stand building and tripping to be conducted without personnel on the drill floor thus ensuring a high level of consistency across crews and an improved efficiency.



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HAL's **OOSTERDAM** moored in Shakespeare Bay near Picton in the Marlborough Sounds NZ

Photo : Dianna Robjohns ©

Story of lifeboat immortalised in song to fund restoration drive



She has been immortalised in folklore, story and paintings. Now the legend of the famous lifeboat **Mary Stanford** has been recorded in song to help fund her ambitious restoration. East Cork musician John Joyce, of Finnegans Gaels, had penned Mary... this, The **Mary Stanford Song**, which features on a 12-track CD of traditional Irish songs which has been launched by the **Save the Mary Stanford Committee** in Ballycotton, Co Cork. Proceeds from the sale of the €10 CD will go directly towards the lifeboat restoration project.

The **Mary Stanford** was the Ballycotton lifeboat from 1930 to 1959. She and her crew were called out on 41 'shouts', saving 122 lives during her service. But she is most famous for her remarkable role in the daring Daunt Lightship

rescue on February 11, 1936. It resulted in her being awarded a royal gold medal for gallantry — the only lifeboat to ever receive a medal for bravery. Despite her illustrious past, she had been languishing in a backwater of Dublin's Grand Canal Dock until the people of Ballycotton united to save her. In October 2013, the 'Save The **Mary Stanford**' committee was formed, and thanks to dozens of local fundraisers, they brought the vessel home to Ballycotton last April. The vessel has been positioned on a concrete plinth near the entrance to the village's famous cliff walk — facing the direction of the Daunt Lightship rescue. Her hull has been painted and restoration work has begun on her deck.

Stephen Belton, chairman of the restoration committee, said he hopes phase two of the work will be done by next month. It is hoped that landscaping and the installation of information signs will be done by early Spring 2015. Fundraising efforts are continuing and the CD is available in local shops, or contact **Val Archer** on (087) 239 0249. You can donate to the restoration project at www.themarystanford.com Source : Irish Examiner Ltd

TRIUMPH DELIVERS DAMEN BUILT MODULAIR DOCK IN NIGERIA



Dockwise **TRIUMPH** discharging at Bonny River midstream the 110 meter modulair dock "**OKOSISI**" build at the **Damen yard** in Galatz Romania. The first modulair dock delivered to company Nestoil in Port Harcourt, Nigeria.

Photo's : Richard van der Waal © Damen Shipyards Group



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Schip op doorreis uit Nigeria buitengaats

WILLEMSTAD — Een schip dat gisteren op Curaçao arriveerde voor een geplande reparatie bij de **Curaçose Droogdokmaatschappij (CDM)**, wordt niet geholpen en ligt buitengaats te wachten. Volgens ingewijden zouden CDM-werknemers weigeren om de reparatiewerkzaamheden uit te voeren, omdat zij hebben vernomen dat het schip uit Nigeria komt en zij bang zijn voor ebola. Volgens de havenautoriteiten is hier echter geen reden voor. De havenmeester, Marlon Laroche, stelt in algemene zin dat het schip conform het protocol, dat in samenspraak met de epidemioloog en ebola-coördinator Izzy Gerstenbluth wordt gehanteerd, getoetst is. "Ik heb geen contact kunnen krijgen met de Droogdokmaatschappij en kan daarom ook niet bevestigen of angst voor ebola daadwerkelijk de reden voor reparatieweigering is. Wat ik wel kan bevestigen is dat het schip inderdaad buitengaats in afwachting van reparatie ligt

enconform het protocol is behandeld. We hebben contact gehad met de heer Gerstenbluth en die heeft aangegeven dat conform de WHO-data, Nigeria niet als een ebola-risicoland wordt aangemerkt”, aldus de havenmeester. Hij licht toe dat het schip een week in Nigeria aangemeerd heeft gelegen en vervolgens twee weken onderweg was naar Curaçao. “Het protocol wat op Curaçao gehanteerd wordt, is geheel conform de internationale maritieme wetten en regelgeving. Ieder vaartuig dient voor aankomst een zogenoemd ‘Maritime Health Declaration Form’ in te vullen”, aldus de havenmeester, die uitlegt dat dit een verklaring betreft waarin gesteld wordt ‘dat men geen zieken aan boord heeft’. “De kapitein van het schip heeft verklaard geen zieken aan boord te hebben. Verder wordt er voor de tweede maal, bij aankomst van het schip, middels radiocontact met Fort Nassau wederom gevraagd of er zieken aan boord zijn. Deze procedure heeft dus niet alleen betrekking op ebola, maar ook op andere ziekten, dit is standaard-protocol. Vervolgens wordt voor de derde maal door de loods, als deze eenmaal aan boord gaat om het schip naar binnen te loodsen, wederom geverifieerd of er zieken aan boord zijn. In ieder geval heeft ook de heer Gerstenbluth verklaard dat er geen reden tot zorg is met betrekking tot de binnenkomst van dit schip”, aldus havenmeester Laroche. De directeur van de Curaçaose Droogdokmaatschappij (CDM), Errol Martina, was voor het ter perse gaan van deze krant niet bereikbaar voor commentaar. **Bron : Amigoe**

Expanding Global Presence KOTUG in Brunei

As from the start of October 2014, **KOTUG** is assisting all LNG vessels at the **Brunei LNG Terminal** with three powerful Rotortugs. **Brunei Shell Petroleum Company** awarded **KOTUG** as their exclusive towage provider with a 24/7 operation, supported by local management. Three 80-ton + bollard pull strong tugs of the revolutionary Rotor concept are in charge for the berthing and unberthing operations of LNG Tankers, standby services during loading, oil spill response and firefighting duties. The Rotortugs: **RT Champion**, **RT Leader** and **RT Tasman** were recently mobilized from Europe to Asia.



The rotor tugs **RT LEADER**, **RT TASMAN** and **RT CHAMPION** were shipped onboard Biglift's **HAPPY BUCCANEER** from Rotterdam to Brunei - **Photo : Jan Oosterboer © CLICK on the photo !**

A significant milestone

“We are proud to confirm that with the award of this LNG terminal contract our organization is committed to comply with the most stringent quality and safety requirements in our industry. Our company is expanding its innovative approach in services to ports and terminals around the world. A dedicated service for Brunei Shell Petroleum reflects the strength of **KOTUG** as a leading provider of towage services and will strengthen our global presence,” says KOTUG CEO Ard-Jan Kooren and adds: “this is another significant milestone for us as earlier this year our Joint Venture Company **KT Maritime Services Australia PTY Ltd.** was awarded the prestigious Shell Prelude Project, offshore Australia for 3 Infield Support Vessels, again based on the successful Rotortug Concept, to support the operation of the world's first Floating Liquefied Natural Gas project.” According to **KOTUG** Director Terminal & Joint Ventures, **Osman Munir**, KOTUG will bring strong advantages to the Brunei operation. “Thanks to our proven track record and in partnership with **Brunei Shell Petroleum Company**, we are able to present ourselves as an international maritime service provider, combining the skills of our highly trained and dedicated crew with our sophisticated fleet of

powerful tugs."To exceed clients' expectations and support its growth, **KOTUG** invests a lot in renewing its environmental friendly fleet operating one of the youngest, most powerful and sustainable tug fleet in the world. In order to continue and support its reliable services, **KOTUG** will further expand her fleet capacity. During the coming months six (6) new state-of-the-art designed Rotortugs are to be delivered of which two Hybrid version, the so called E-KOTUG, will be added to the **KOTUG** Fleet in Europe.



The **MTS VANGUARD** towing the barge **EXCALIBUR** into the first lock (Gatun lock) at the Panama Canal.

Photo : Capt Geert Dijkema. master MTS Vanguard ©

VDS Staal- en Machinebouw: second full-service terminal - VDS Eemshaven - fully operational on the North Sea

VDS Staal- en Machinebouw (VDS) is very proud to announce that the second full-service terminal on the North Sea: VDS Offshore Construction Terminal Eemshaven, is fully operational. It is located at the Orange Blue Terminals (OBT) which is a perfect base for offshore logistics in the North Sea. VDS strikes up cooperation with the major stakeholder of OBT - the German company Buss Port Logistics (BPL)- in Eemshaven as well as in Vlissingen. "The expertises of Buss Port Logistics and VDS complement each other for the benefit of the customers", said Heinrich Ahlers, CEO of BPL. VDS operates in the construction of offshore structures, bridge construction, shipbuilding and related activities. Buss Port Logistics has become one of the leading providers of offshore logistics for wind farms and for the offshore oil & gas industry in the North and Baltic Sea. With the settlement of VDS at Eemshaven the Orange Blue Terminal offers the full range of services for the offshore sector from engineering and constructional steelwork to storage and heavy lifts of up to 1,200 tons.

VDS is an all-round professional partner in the development of steel and aluminum structures and machines, engineering, procurement, design, construction, production, manufacturing, conservation, assembly, start up and installation. VDS Offshore Construction Terminal Eemshaven is strategically located in the north of The Netherlands and, as well as the VDS Vlissingen location, excellently located on the North Sea. VDS Offshore Construction Terminal Eemshaven offers a site area of 30,000 m² and a transportable mobile hall of 60 x 22 x 12 meters (l x w x h, expandable) for warehousing/construction and painting activities.

"The extension of our facilities and locations is very important for VDS to answer the growing demand for excellent terminal facilities in the offshore market," said Robert van der Loos, CEO of VDS Staal- en Machinebouw. "VDS focuses on construction work for the offshore, we are specialized in offshore high voltage station transition pieces, blade racks, modules, jackets and ship repair. VDS Offshore Construction Terminal Eemshaven will stimulate further increase of our activities, capacity and improvement of our competitiveness. During the last three months we have already successfully conducted various activities at VDS Offshore Construction Terminal Eemshaven, like the mobilization and demobilization of jack-up vessels. At the moment we are working on a new offshore wind project at VDS Vlissingen. We are responsible for construction work and logistics. More detailed information will follow soon."



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Passengers describe chaos after cruise ship runs aground

A cruise ship nightmare in the Bahamas is finally over. The ship, that had many Americans onboard, ran aground and was severely listing as it came into port.



"It was like an actual Halloween horror cruise turned into real life," said passenger Daniel Fana.

Photos show passengers lining up to grab life jackets. Nine hundred and sixty passengers onboard the Bahamas Celebration Cruise Line captured the emergency on their phones.

After the 600 foot tall ship hit the dock, it was tilting dangerously to one side. Back on solid ground, passengers described the scene as pure chaos. "Everybody was screaming at

each other," passenger Joan Fischer said. "It was just a nightmare." "The panic was just too much for my comfort," said passenger Amanda Jones. Fellow passenger LaShawn Farrar added, "We could feel the boat tipping over." "People were crying," said passenger Daniel Fana. "People were hysterical." And passenger Rod mason simply said, "We were scared."

Passengers were clearly terrified, especially following the tragic disaster of the **Costa Concordia** two years ago. That luxury cruise ship also ran aground, killing 32 people. Forced to abandon ship, passengers told ABC News the vessel came to a jerking halt before plunging into a blackout. A young couple said, "We were in the middle of gambling. We were playing roulette and the lights went out." "That's when the luxury liner hit an unidentified object off Grand Bahama Island. Celebration Cruise Line officials say: "No passengers were ever in any danger." On Sunday morning, the luxury liner, which is almost the size of two football fields, was safely docked. Officials are now assessing the damage to determine the cause of the collision. And some passengers are assessing their love of cruises. "I would never do this kind of thing again," said passenger Ruth Hurd. Fischer agrees, "It turned out to be an absolute disaster and it made us never wanna go on a cruise ship again." **Source : abc7news**

PROTEST: Boat Drivers Protest Activities Of Sea Pirates

Boat drivers in Bayelsa State (Nigeria), weekend, shut down water transportation along the creeks and waterways over the incessant cases of sea pirates attacks, killings and rape of female passengers in the state. The protest by the boat drivers, under the Maritime Workers Union, has led to the shutting down of economic and political activities along coastal communities of Brass, Nembe, Southern Ijaw and Ekeremor local government council areas of the state.

While hundreds of supporters of the ruling Peoples Democratic Party (PDP) members from the affected local government areas of the state could not participate in the ward congresses of the party at the weekend, others who travelled to the coastal communities hired private boats for the journey. A boat commuter, Efidi Godspower, told LEADERSHIP that the strike action also marred traditional funeral activities that were billed to take place in many parts of the state that weekend. He said, "I was supposed to be in Brass since on Friday for the burial of my late uncle but both our sympathizers and family members couldn't travel to Brass because of the strike action." "As I am talking to you, my wife is in Brass. I came back this morning with the hope that they would have called off the strike but only to find that the situation is the same. We are pleading with both the union and government to do something about the situation."

Another commuter, Inafate Ayebadiepreye, said that the industrial action has compounded her problems because she was in Yenagoa to trade and got to know that she couldn't return home on Friday morning when she got to the Swali jetty. She said, "With the way things are going, I might be in Yenagoa for weeks because where I am traveling to, is not connected by road and cannot be accessed through our neighbouring states." "As I am talking to you now, I have spent more than I bargained for, and the more I remain in Yenagoa, the more I will spend both the profit and capital of my trade. The situation is terrible. Even our people back home would suffer in the coming days when food and water can no longer be transported to the various communities that are disconnected from the city by road."

Contacted on the development, the Chairman of the Maritime Workers Union, Comrade Lloyd Sese, said the boat owners and drivers embarked on the industrial strike action due to state government's inability to combat sea pirate activities that have hampered marine transportation of the state in recent times. Sese said that when government eventually made an attempt to tackle the situation, it set up a task force led by those sponsoring activities of sea pirates, leaving maritime workers out of the entire process **source : leadership**

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NOL blames US\$23 million quarterly loss in on LA-Long Beach congestion



From left to right– Tanker **HYDRA VOYAGER**, entering, (with tug **ADMIRAL**), **XIN OU ZHOU** (8530 teu, at anchor), **EVER DIAMOND** (4211 teu, at anchor), **AUGUSTA KONTOR** (5060 teu, at anchor), **CMA CGM CENTAURUS** (11400 teu, idle at berth), **COSCO FORTUNE** (13092 teu, being worked), **BROOKLYN BRIDE** (4432 teu, being worked), **CANIVAL IMAGINATION**, **QUEEN MARY**. In total Seven (7) Container Ships were anchored outside last Saturday. Even when they make it to the berth, there might not be enough labor to work them.

Photo : Paul Hopson ©

SINGAPORE's Neptune Orient Lines, parent of container shipping giant APL, posted a third quarter US\$23 million net loss, drawn from flat revenues of \$2.06 billion year on year. "Our liner business faced tough operating conditions due to severe port congestion in southern California. This has negatively impacted our financial performance," said NOL Group CEO Ng Yat Chung. APL's revenue for the period declined two per cent year on year to \$1.69 billion, while average revenue per FEU fell one per cent to \$2,343 per FEU liftings of 646,000 FEU, down three per cent. Poor performance was partly blamed on the one per cent increase in the cost of sales, mainly due to a spike in North American operating costs. NOL also took a \$42 million loss from increased finance costs attributed to exchange rate losses incurred from the repayment of a Singapore dollar loan. Of APL's troubles waiting for berths in the face LA-Long Beach port congestion, APL president Kenneth Glenn said: "Given APL's significant business presence in southern California, we are working to urgently address these issues. This includes working with our partners on equipment and productivity challenges." On the bright side, APL Logistics achieved eight per cent year-on-year quarterly revenue growth, which bodes well for its expected sale for what NOL hopes to be \$1 billion in cash. Last month, Korea's biggest logistics company CJ Korea Express Corp, said it was considering the purchase of APL Logistics. In a regulatory filing it revealed it was weighing opportunities related to APL Logistics including merger or partnership. Source : Asian Shipper



The **NOBLE TOM MADDEN** enroute to the Gulf of Mexico made a stop over in Curacao when the drillship is seen moored at the megapiers for crewchange, bunkers and foodstores, the drillship is handled by **Dammers Shipagencies Inc**. Having evolved from the Dutch company "**Dammers & van der Heide's Shipping & Trading Company NV**", **Dammers & van der Heide Shipping & Trading (Antilles) Inc**. ("**Dammers & van der Heide**", for short) was established in Curacao, Netherlands Antilles in 1964 and became active as a shipmanager, ship- and cargobroker, liner and tramp shipagent. Since then,

Dammers & van der Heide has evolved, exploring and entering new markets and focusing on key shipping issues/opportunities in the Caribbean.

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Arctic Shipping Volume Rises as Ice Melts

Cargo shipping volume through the Northern Sea Route is rising as Arctic ice melts, according to a new report. The opening up of the Arctic for commercial cargo offers a faster route for some shipments between Europe and Asia, and holds the promise of increased trade for once icebound ports in the High North of Arctic countries such as Russia, Norway and Canada.

However, much of the new traffic through the Northern Sea Route is one-way shipments of fossil fuels from Northern Europe to Asia or is between Russian ports, according to a report released Friday by the Arctic Institute, a Washington think tank. The institute said 71 ships carried 1.35 million tons of goods through the route last year. That was up from 46 vessels with 1.26 million tons of cargo the previous year. The majority of ships originated in Russia and many were

from one Russian port to another in the country. Only 41 vessels traveled the full length of the Arctic shipping lane, and of those, 30 ships carried cargo, the report said.

"There's a lot of talk about it becoming a sort of highway from Europe to Asia, but that's not really what we're seeing yet," said Malte Humpert, the institute's executive director. Developing Arctic sea ports has become an important objective of the Russian government, he said. The Arctic Institute report analyzed data from the Northern Sea Route Information Office, which is run by the Norway's nonprofit Centre for High North Logistics. The route, also known as the Northeast Passage, hugs Russia's northern border and typically is easier to navigate and has less ice buildup than the Northwest Passage, another Arctic route that gets fewer ships and lies closer to Canada. Both routes are only traversable during a short season from late summer to early fall before freezing up again, though that season has lengthened because of climate change. Scientists have said burning fossil fuels helps to contribute to global warming, causing sea levels to rise. Of the international cargo-bearing voyages using the Northern Sea Route, the Arctic Institute's report said 67% involved shipments oil products. More goods were shipped from Europe to Asia than the other way around, with more ballast than cargo heading from Asia to Europe, it said. That Arctic route shaves close to two weeks off a typical voyage from China to Europe—a trip that usually requires sailing through the Suez Canal. Companies whose ships plied the Northern Sea Route between Asia and Europe last year include Nordic Bulk Carriers, a unit of Newport, R.I.'s Pangea Logistics Solutions Ltd., and Athens-based Tsakos Columbia Ship Management SA, according to the NSR Information Office. Last year, a coal-laden cargo ship became the first bulk carrier to traverse the Northwest Passage through Canadian Arctic waters. That journey cut four days of travel time from a trip between Vancouver, British Columbia, and Pori, Finland. Canada has been eager to assert its sovereignty over the waterway and requires registration for all ships weighing more than 500 tons that use the route. The institute's Mr. Humpert said that as recently as the early 1990s the Arctic was virtually impassible because of sea ice, but that there is still enough variability in ice conditions to make it difficult for shippers to forecast how long the routes will stay open each year. "The uncertainty doesn't really make it feasible for global cargo where you need to book months ahead," he said.

Source: Wall Street Journal



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Maersk rules the world's commercial shipping lanes

If you were asked to name the most revolutionary commercial idea of the last 50 years, the chances are that the industry we are looking at today would come way down the list of responses. Nevertheless shipping containerisation has become dominant in every port in every country in the world and accounts for 90pc of global trade. Prior to 1956 no purpose-built container ship had been built. Today however the market leader in the shipping container business, the Danish AP Moller Maersk, is not just the largest shipping operation in the world; it is also the bellwether for global trade with 15pc of the world market for sea freight. It has gone a long way towards proving how cost-efficient and effective container shipping can be and its fleet includes giant container vessels, oil tankers, supply vessels and vessels for purposes like salvage. Maersk traces its origins to 1904 but it wasn't till 1962 that it was awarded a concession to drill for oil and gas in Danish waters, so providing the basis of its oil and drilling business. Today the group has five significant stand-alone businesses but its shipping-related interests like Maersk Line, APM Terminals and APM Shipping Services account for 60pc of the \$3.8bn group profit. The company's oil interests Maersk Oil and Maersk Drilling account for the remainder of group profits. Maersk Lines is the world's biggest container shipping company and the

largest company in the group with sales of \$26bn and \$1.5bn of group profits. It has a fleet of ships travelling every shipping lane in the world, operating in 120 countries with giant vessels that can carry 18,000 20-foot containers per ship. The average distance a container ship travels each year is equivalent to three-quarters of the distance to the moon. APM Terminals provides port management, operations, and infrastructures to over 60 ports and terminals in 36 countries and has an annual of revenue of \$4.3bn and profits of \$770m. APM Shipping Services is a wide ranging set of businesses and includes towing, salvage, tankers and freight forwarding with revenues of over \$6bn but with thin margins. The towing business generates \$160m in profits, but the oil tanker fleet and freight-forwarding business lost money. The offshore oil services contributed \$235m profit. Maersk Oil is the group's second largest business with revenues of \$9bn and operates in the North Sea, Qatao, Algeria, Kazakhstan and Brazil generating a profit of \$1bn, a quarter of group profits. Maersk's drilling supports the companies oil activities and show a profit of \$528m.



Shiplive photo The **MOGENS MAERSK** assisted by the **SD STINGRAY** during her maiden call to Rotterdam Europoort furthermore on the movie are seen the **ELEONORA MAERSK , PRESIDENT HUBERT , WILLEM VAN ORANJE , SD SEAL & SD STINGRAY** **CLICK on the photo and Photo / Video Kees Torn ©**

The company sales last year amounted to a considerable \$47bn, with profits of \$3.8bn, and a market value of 300bn Dkr (\$51bn). The family still retains a controlling interest and won't be unhappy that its shares have moved 40pc in the last year, trading at one third above book value. Interestingly the company intends buying back its shares, a first in its history. Early this year Maersk signed a ten-year vessel sharing agreement with Mediterranean Shipping. The agreement allows for a sharing of 185 vessels on the regular routes between Europe, Asia and the US coasts. The company thinks there are savings of \$1bn in such a scheme. The agreement could also signal a shake-up in the global commercial shipping market. However the agreement will benefit Maersk's earnings and the share price is likely to continue to progress, helped by stable container demand and high capacity utilisation. **Source: Irish Independent**

Hope rises for China increasing its Antarctic program in Hobart



Plans for a visit by China's flagship icebreaker have raised hopes the nation may be on the cusp of announcing plans to increase the size of its Antarctic program in Hobart. The Xue Long — best remembered for its role in last summer's rescue of the stranded tourist ship Akademik Shokalskiy — will visit Hobart at the same time as Chinese President Xi Jinping. It left Shanghai last week

with 281 researchers aboard. The visit will come as the Department of State Growth, and the Tasmanian Polar Network, an alliance of businesses, government and research institutions with Antarctic interests, mount a major push to strengthen relations with China. The Chinese Antarctic program last week announced it would build an ice runway at its Zhongshan base, near Australia's Davis station, about 4900km southwest of Hobart, which is seen as a potential gateway.

Polar Network chairman John Brennan said the coinciding visits did not necessarily mean the Chinese President would make any announcements regarding China's interest in using Hobart. Mr Brennan said Xue Long's Hobart stopover reflected an all-out effort by Hobart's Antarctic community to build its relationship with China. He said a favourable Chinese decision would also depend on adequate federal funding for Australia's Antarctic and Southern Ocean research capacity.

He called on the Government to adopt last week's Senate Standing Committee on Foreign Affairs Defence and Trade recommendations, which included: THAT the impact of changes in the Southern Ocean on the Australian and global climate remain a strategic priority; A LONG-term budget commitment to Antarctic and Southern Ocean science; and AN examination of options to allow the CSIRO's new research vessel Investigator to spend 300 days a year at sea.

"Of particular significance is the recognition by the Standing Committee that the Antarctic and Southern Ocean sector needs to be funded adequately if it is to benefit from attracting international scientists, students and icebreakers to the state," Mr Brennan said. "We welcome all commitments from the Federal Government such as the Hobart Airport runway extension." Source : [themercury](#)



Cruise ship Ms ROTTERDAM docks in Port Victoria in Seychelles



The cruise ship **ROTTERDAM** of the Holland America Line with some 1,200 passengers on board, docked in Port Victoria in the Seychelles on Saturday morning. Shortly afterwards, the island's Minister responsible for Tourism and Culture, Alain St. Ange, accompanied by Andre Ciseau, the CEO of the Seychelles Ports Authority, and Anne Lafortune, the PS for Tourism, boarded the cruise ship to pay a courtesy call on the ship's Captain, **Mr. Johannes A. Mateboer**, and to welcome him, his passengers, and his crew to the Seychelles. "We have been working together with the CEO of the Seychelles Ports Authority to personalize the arrivals of cruise ships to our shores. The ship's Captain is an important catalyst of or drive, and this morning as we were greeted by **Captain Mateboer** and his team, we saw they appreciated being recognized as partners of our tourism industry," Minister Alain St. Ange said. Also in the meeting that took place on board the Cruise Ship **ROTTERDAM** of the Holland America Line were the Staff Captain,

Mr. **Harm-Jan Arnold** and the Ship's Hotel Director, Mr. **Gijsbertus. C. Van Mackelenbergh**. Minister St. Ange and PS Lafortune also used their meeting on the ship to present the Ship's Captain with a coffee table book about the Seychelles, and CEO Andre Ciseau also presented a gift on behalf of the Port Authority. Discussions at the meeting

centered on Seychelles appearing on the itinerary of the Ms **ROTTERDAM** next year and also a stop at Praslin Island which will help excursion guides, taxis, car hire operators, restaurants, and artisans of the island to increase sales.

Source: [eturboneews](#)

Meer Rotterdam-shuttles Zuid-Duitsland

De frequentie van de railshuttle tussen Rotterdam en München/Neurenberg wordt verhoogd van vier naar zes treinen per week. Het is een belangrijke verbinding binnen het Rail Incubator project van het Havenbedrijf <http://www.portofrotterdam.com/en/Brochures/Rail-Incubator.pdf>. Railincubator zet samen met marktpartijen nieuwe shuttles op of verhoogt de frequentie van bestaande shuttles. De shuttle op Zuid-Duitsland is twee jaar geleden opgezet door European Gateway Services (onderdeel van ECT) en TX Logistics, een van de grootste rail operators in Europa. De frequentie is recentelijk naar vier gegaan. EGS/TX en Havenbedrijf Rotterdam/Rail Incubator werken nu aan een verhoging naar zes keer per week.

'Wählen Sie den anderen Weg!'

Met deze slogan positioneren het Havenbedrijf Rotterdam, European Gateway Service en TX Logistics de dienst in Beieren. Recentelijk presenteerde het Havenbedrijf de dienst en het Rotterdamse spoorprogramma in het algemeen, op de BME/VDV intermodaal conferentie in Nürnberg.

Nils-Olaf Klabunde van TCU Transcontainer-Universal <http://www.tcu.de/de/> koos reeds voor 'de andere weg'. "Wij bij TCU zijn erg tevreden met de treindienst tussen Rotterdam en München en Neurenberg. Het is een extra service die we onze klanten in deze regio kunnen bieden. We krijgen een groeiend aantal informatieverzoeken van klanten die een treindienst via Rotterdam zoeken. Belangrijke beslisfactoren zijn de transittijden en kosten. Een verbinding over Rotterdam kan sneller en voordeliger zijn in vergelijking met transit via Duitse havens. Wij van TCU willen dat de dienst zo snel mogelijk dagelijks wordt!"



De overslag van roll on/ roll off lading in de haven van Rotterdam is in de eerste negen maanden van 2014, ten opzichte van dezelfde periode in 2013, toegenomen met 8% (+1,1 miljoen ton) tot 15 miljoen ton. De groei is vrijwel volledig te danken aan de groei van de Britse economie. Met circa 20 miljoen ton overslag op jaarbasis, behoort Rotterdam tot de top 3 van West-Europese ferryhavens.

De Britse economie is importgericht.

Vanaf Rotterdam gaan de trailers en containers dan ook vol heen en komen voor het grootste deel leeg terug. Deze situatie wordt versterkt door de hoge koers van het Engelse pond ten opzichte van de euro, die de Britse export remt. Het roro-vervoer vanaf Rotterdam naar Engeland is sterk gericht op voedingsmiddelen: veel vers fruit en groente, maar ook conserven, diepvriesproducten (vlees, zuivel, veel aardappelproducten), uien en dranken (wijn, bier, frisdranken). Verder zijn duurzame consumptiegoederen zoals meubels en witgoed en hygiënische papierwaren (luiers, toiletpapier, zakdoeken etc.) en auto-onderdelen belangrijk. Britse exportproducten zijn schaars geworden, maar whisky en bier vinden nog in flinke hoeveelheden hun weg naar het continent.

Bij de voedingsmiddelen profiteert de Rotterdamse haven van de directe nabijheid van de landbouw in Zeeland en de glastuinbouw in het Westland en rond Bleiswijk, Barendrecht en Venlo. Nederlandse producten worden ook gecombineerd met Europese producten en met exotisch fruit uit vooral Zuid-Amerika en Zuid-Afrika. Het Britse Davis Worldwide bijvoorbeeld, heeft kantoren in Lincolnshire en bij Barendrecht. Het eerstgenoemde zorgt voor de import van groente en fruit uit Spanje, Frankrijk, Italië en Marokko, terwijl het Nederlandse kantoor producten van verder weg, zoals Zuid-Amerika, Nieuw Zeeland en Zuid-Afrika. Eigenaar Peter Davis zegt op [GlobalFruit.com](#) dat de Rotterdamse faciliteiten voor verse producten hun gelijke niet kennen, "It is faster for us to get the produce from the ship in Rotterdam and then truck it over to England, it is also cost effective". De vers-distributiecentra van de grote Britse supermarkten worden beleverd binnen kleine tijdvensters zoals die van Albert Heijn, Carrefour of Lidl op het continent. De vaarschema's van de Rotterdamse ferrydiensten zijn dan ook extreem strak. In de Rotterdamse haven hebben vier grote roro-rederijen eigen terminals. In volgorde van (huidige) overslaggrootte : DFDS Seaways

(Vlaardingen), Stena Line (Hoek van Holland en Europoort), Cobelfret (Botlek) en P&O North Sea Ferries. In september hebben Stena Line (op Killingholme) en DFDS Seaways (op Immingham) tevens extra capaciteit ingelegd. Cobelfret verdubbelde door de inzet van een extra schip de capaciteit van zijn dienst op het Portugese Lexoes.

P&O North Sea Ferries en Stena Line profiteren tevens van de toenemende export vanuit Polen naar het VK via gecombineerd vervoer. In samenwerking met ERS Railways zijn er nu vijf treindiensten per week tussen Poznan en de Europoortterminal voor vertrekken naar Engeland. De rederijen verwachten dat de vraag naar spoorvervoer over grote afstanden zal toenemen omdat wegvervoer door stijgende milieukosten steeds duurder wordt. Bron : Port of Rotterdam Authority

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Heerema's **AEGIR** seen operating at the Ichthys field offshore Australia – Photo : Willem van Woercom ©

ClassNK Registered Al Kout Delivered to KOTC

leading classification society ClassNK (Chairman and President: Noboru Ueda) announced that it has completed work



on the 165,178GT VLCC **AL KOUT**, built by Daewoo Shipbuilding & Marine Engineering Co., Ltd. (DSME) as part of a series of vessels constructed for the Kuwait Oil Tanker Company S.A.K. (KOTC). The **AL KOUT** was officially delivered to KOTC at a ceremony held at KOTC Head Office in Kuwait on 30 October 2014. **CLICK on the photo !**

The **AL KOUT** is the final vessel of the four VLCCs and one Aframax Tanker constructed by DSME as part of this project under ClassNK Rules and Regulations and in line with KOTC's strict standards on safety and environmental performance. The VLCC series is also the first in the ClassNK registry to comply with the Performance Standard for Protective Coatings (PSPC) requirements for Cargo Oil Tanks of Crude Oil Tankers. Speaking on the occasion, representatives from KOTC stated that the

company was proud to welcome the **AL KOUT** to its fleet, and they will continue to work with ClassNK to ensure the safe operation of this vessel and the others constructed as part of this project. Representing ClassNK, Mr. K. Murata, Regional Manager of Middle East and Mr. S.F. Gilani, General Manager of Kuwait Office were in attendance at the ceremony where they expressed their congratulations on behalf of ClassNK for the successful delivery. Following the delivery, ClassNK will continue to provide classification services for the **AL KOUT** and the other vessels in the series. [CLICK HERE for more information of the AL KOUT](#)



The **SHANGHAI EXPRESS** moored in Rotterdam-Europoort – Photo : Jan Oosterboer ©

N-Sea awarded over £100 million of global contracts

N-Sea Offshore Ltd, has secured major contracts to the value of over £100 million, since the beginning of the year. N-Sea is known for its innovative work in the North Sea as an independent offshore subsea contractor. The company has secured a significant number of major, long-term contracts in the UK and across North-West Europe, providing IMR expertise through innovative cost-reducing operations, to a variety of major operators and operational service companies. The announcement has come at a time of significant growth and investment for the company. Following N-Sea's recent UK expansion into larger premises, the company continues to increase its technical capabilities and staff.

N-Sea's chief operating officer, Roddy James said: "2014 has seen N-Sea's success continue to grow, with the UK side of operations expanding considerably in a short space of time. The value of contracts won this year illustrates N-Sea's game-changing technical capability, the excellent reputation we have within the oil and gas industry, and our commitment to reducing our clients operating expenditure." "We are delighted that our work is being recognised by some of the industry's key businesses and we look forward to continuing the expansion of our services." N-Sea specialises in IMR services for the international oil and gas, renewable and telecom/utility industries, as well as for civil contracting communities. With particular focus on safe and efficient operations, N-Sea provides offshore and survey services to major operators and service companies alike. For more information, please visit: <http://www.n-sea.com/>

Deep Sea Supply announces freight revenue for October 2014

In October Deep Sea Supply's PSV fleet (all 23 PSVs) had an average gross income of approx. USD 19.200 per ship per day compared to USD 19.200 in September, the company said in its press release. The AHTS fleet (all 14 AHTS vessels) had an average gross income of approx. USD 18.600 per ship per day compared to USD 21.400 in September. 9 AHTS vessels and 12 of the PSVs are owned 50% by DESS through DESS BTG in Brazil. 3 PSVs and 1 AHTS have been mobilizing during the month and had a negative contribution on the average rate. The newly delivered PSVs **Sea Swift** and **Sea Triumph** have not been included in the above reported figures. Source : PortNews



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The **CAP PALLISER** entering Manzanillo (Mexico) photo : Willie Chree ©

CSAV receives new containerships

Containerships “**Copiapó**” and “**Cautín**” were christened in South Korea; they are the first of the seven new container vessels ordered by Compañía Sudamericana de Vapores (CSAV) which will enable it to increase its own fleet. The ceremony was attended by the chairman of the board of CSAV, Francisco Pérez Mackenna, and its chief executive officer, Oscar Hasbún. “The integration of these vessels is part of the company’s restructuring strategy which included an increase on its own fleet. In this context the company made a significant capital injection for the acquisition of assets”, said Oscar Hasbún. He added that “these state-of-the-art newbuilds will allow us to reduce fuel consumption costs significantly. Their incorporation will also replace part of the chartered vessels, so by the end of 2015 about 50% of our fleet will be owned by CSAV, one of the most modern and efficient of the industry”. The ceremony was also attended by the Ambassador of Chile to Korea, Hernán Brantes, and his wife, Rosanna Bellolio; the executive vice president of Samsung Heavy Industries, Mr. J.K. Kim, and his wife, Mrs. In-Shin, Kim. Both were the sponsors of the new vessels.

New technologies

A large container carrying capacity with last generation fuel saving systems to operate at low as well as high speed, are some of the main features of the seven new containerships ordered by CSAV to the Korean shipyard Samsung Heavy Industries. The fuel consumption of the main engine will be approximately 7% less than the vessels received from 2011 and around 25% lower than the average of vessels of this size currently in operation in the industry. They also have a 4.5% increase in the cargo capacity. These containerships have a slot capacity of 9,300 Teus and can reach speeds of 10 to 22 knots at maximum load. They are fitted with 1,400 plugs for refrigerated containers and their Twin Island design allows for maximum use of spaces, increasing the capacity of cargo on deck and keeping the dimensions within ranges that are very convenient for manoeuvres. MV **Copiapó** will be delivered on November 26 and will start operations in Shanghai on the trade between Asian ports and the Persian Gulf; while MV **Cautín** will be received on December 18 and will operate on the service linking the ports of Northern Europe with the East Coast of South America. **Source: CSAV**

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NAVY NEWS

Chinese submarine docks in Sri Lanka despite Indian concerns

Sri Lanka has allowed a Chinese submarine and a warship to dock at its port in the capital Colombo, officials said on Sunday, despite concerns raised by India about China's warming relations with the Indian Ocean island nation. Submarine **Changzheng-2** and warship **Chang Xing Dao** arrived at the port on Friday, seven weeks after another Chinese submarine, a long-range deployment patrol, had called at the same port ahead of a visit to South Asia by Chinese President Xi Jinping. "A submarine and a warship have docked at Colombo harbour. They called on Oct. 31 and will be here for five days for refuelling and crew refreshment," Sri Lankan navy spokesman Kosala Warnakulasuriya said.

"This is nothing unusual. Since 2010, 230 warships have called at Colombo port from various countries on goodwill visits and for refuelling and crew refreshment." However, the frequency of Chinese visits has become a concern for New Delhi, Indian officials have told Reuters. "India has raised concerns over this but not aggressively," an Indian official familiar with diplomatic discussions between the neighbours told Reuters. China has invested heavily in Sri Lanka in recent years, funding airports, roads, railways and ports, a development that has unsettled India, traditionally the closest economic partner of the island nation of 21 million people.

India has already raised concerns over an aircraft maintenance facility following speculation it could be built in the eastern port city of Trincomalee, which India considers a strategic location in national security terms. R. Hariharan, a retired colonel from the Indian army and an associate at the Chennai Centre for China Studies, said India was concerned about the latest docking of a Chinese submarine at a Sri Lankan port for many reasons. "For the first time, Chinese submarines are being made part of the PLA (the People's Liberation Army) in the Indian Ocean Region fleet operation in the Gulf of Aden on anti-piracy, which is not a common practice," he told Reuters. A 1987 accord between India and Sri Lanka provides that respective territories - including Trincomalee - will not be used for activities prejudicial to each other's unity, integrity and security. **Source : Reuters**

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Indigenously built N-submarine's sea trials by year end

NEW DELHI In a major boost to indigenisation of defence manufacturing, India's first nuclear-powered and nuclear-armed submarine '**INS Arihant**' will head out for sea trials by the year-end. "**INS Arihant**' will be ready for sea trials by the end of this year," an official aware of the developments relating to the 6,000-tonne submarine said, speaking on condition of anonymity.

Once the trials are through and the submarine enters service, India will not only complete its nuclear triad of delivering nuclear weapons from land, sea and air, but also join an elite club of six nations that operate nuclear submarines carrying ballistic missiles. The US, Russia, France, Britain and China are the other nations with this capability. The **INS Arihant's** miniaturised nuclear reactor, built with Russian help, had gone critical last year and the vessel has been

going through a series of harbour trials since then at Visakhapatnam, where it is being built. The submarine has also been going through the power-up cycle of its nuclear reactor and has now achieved a nearly 100 per cent power level, the official said. "Its reactor had gone critical last year. We are now close to attaining 100 per cent its power," the official said, adding: "The nuclear reaction is highly controlled. It is something similar to nuclear power plants, but extra caution is needed. The reactor is now functioning perfectly well," the official said. Once the submarine attains 100 per cent power, it will head out to sea for its final trials, which will include the firing of the indigenous Bo5 missile that has a 700-km range and can carry a one tonne nuclear warhead. **INS Arihant** can carry 12 such missiles. The vessel, the lead ship of the **Arihant-class** submarines, was launched in 2009. Its design is based on the Russian Akula-1 class submarines and its 83MW pressurised heavy water reactor has been built with significant Russian assistance. While its 100-member crew has been trained by Russian specialists, Indian scientists at Mumbai's Bhabha Atomic Research Centre have received significant expertise in reducing the size of the reactor to help it fit into the 10 metre diameter hull of the submarine. The Indian Navy currently operates the **INS Chakra** nuclear-powered submarine leased for 10 years from Russia in 2012. Source : Oman Tribune

SHIPYARD NEWS



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Damen increases its Landing Ship Transport range by introducing the LST 100



The 24th Euronaval exhibition, world greatest Naval Defence & Maritime Exhibition & Conference, was chosen by Dutch manufacturer **Damen Shipyards** to officially increase its Landing Ship Transport vessels range by showcasing the new mid-size **LST100**. The 24th Euronaval exhibition, world greatest Naval Defence &

Maritime Exhibition & Conference, was chosen by Dutch manufacturer **Damen Shipyards** to officially increase its Landing Ship Transport vessels range by showcasing the new mid-size LST100. Damen's new LST 100 Landing Ship Transport at Euronaval 2014 The Damen's LST vessels range in length from 80m to 120m overall. All LST family has aft deckhouse, a protected internal cargo deck and flexible, and a helicopter dek aft of the deckhouse. LST range operation profile comprises includes amphibious operations, transport & logistics, maritime security operations, humanitarian aid & disaster relief, search & rescue support, operation command, etc. Damen Landing Ships include various essential design features, such as a design optimised for minimum wading depths. LST family's bow and stern ramps are designed for handling vehicles up to 70 tonnes. The vessels have high degree of survivability by means of double hull arrangement. The new LST100 meets the existing gap between Damen's LST80 and LST120. The vessel is equipped with adequate accomodations for 27 troops/special personnel. With a length of 100m, a beam of 14m and a draught of 2.7-3.9m, the LST100 is spacious enough to carry up to 235 troops, 2 Landing Craft (Davit) and 1 medium-

size helicopter. Its optimised hull form and propulsion for low fuel consumption allows a max. range of 4,000nm (7,400km) and a max. speed of 16 knot (30km/h). [Source : navyrecognition](#)

Guangzhou Shipyard Surges After \$900 Million of Deals

Guangzhou Shipyard International Co. (317), a unit of China's biggest shipyard, surged 72 percent on its first day of trading in seven months after announcing about 5.5 billion yuan (\$900 million) of acquisitions. The stock jumped the most on record in Hong Kong after the company said it plans to buy CSSC Huangpu Wenchong Shipbuilding Co. for 4.5 billion yuan. Guangzhou Shipyard said it would also purchase shipbuilding assets from Yangzhou Kejin Shipyard Co. for 968 million yuan.

The shipyard soared as much as 94 percent earlier after the stock resumed trading following a suspension on the Hong Kong and Shanghai exchanges April 4, pending restructuring announcements. China is revamping its shipbuilding industry that has been saddled with debt and overcapacity with some private vessel builders seeking state financial assistance. Guangzhou Shipyard climbed to HK\$23.65 at the close in Hong Kong trading, while rising 9.9 percent in Shanghai.

Guangzhou Shipyard plans to issue 272 million shares to buy Huangpu Wenchong from their mutual parent, state-owned China State Shipbuilding Corp., the Guangzhou-based company said in a stock exchange filing Oct. 31. It will fund the remainder with 679 million yuan in cash. The purchase of Huangpu Wenchong will help "deepen reform of military enterprises" since the company builds military vessels, Guangzhou Shipyard said. China State Shipbuilding is China's largest shipyard. [Source : Bloomberg](#)

Western Marine Shipyard shipped a newly constructed aluminum body catamaran type passenger ship for Tanzania

Western Marine Shipyard has shipped a newly constructed aluminum body catamaran type passenger ship for Tanzania on the 2nd of November 2014. The ship named "MV **Dar Es Salaam**" was boarded on another heavy carrier mother vessel at Chittagong port for transporting it to Tanzania, the company said in its press release. The ship has a capacity of carrying 300 passengers. It will be used by Tanzania Ministry of Transportation to carry passengers through the inland waterways. Western Marine received the work order for this new building project through a Danish company **JGH Marine**.

The ship is 38m long & it will be able to travel at a speed of 20knots. Catamaran ships are very safe for voyages & even more stable than other type of ships as they are specially designed with twin hull. The shipyard management hopes that Africa is big market for Bangladeshi shipbuilders and there are lots of opportunities in Africa which are yet to be explored. **Western Marine** is also building one Offshore Patrol Vessel for Kenya which they expect to deliver 2016. [Source : PortNews](#)

Yiulan Shipyard sells accommodation vessel after Jasper fails to take delivery

By Marcus Hand from Singapore

Singapore-listed Jasper Investments is selling converted accommodation semi-submersible vessel at **Yiulian Shipyard** for \$75.6m to **Alyar Offshore** after it failed to take delivery due to insufficient funds. Singapore-based **Alyar Offshore** has signed Memorandum of Agreement (MOA) to buy the **Jasper Cosmopolitan** after Yiulian Shipyard exercised its right to sell the vessel under the contract.

The \$75.6m price tag is well below a tabletop valuation of \$160m. Of the \$75.6m in proceeds \$73.6m will be paid to Yiulian Shipyard, covering an agreed balance \$68.7m, the costs of the sale, and 25% of the remaining balance.

Jasper will retain an expected balance of \$2m to be used as working capital. The company will book a \$52.7m loss on the sale. [Source : Seatrade-global](#)

ROUTE, PORTS & SERVICES



The 1975 built **BALTIC TRADER** of 1739 gross tons and the fishing vessel **EDINBURGH** regularly visit Tristan da Cunha, the remote island in the South Atlantic. The 2810 km journey from Cape Town takes 7-8 days and each vessel can accommodate 12 passengers. A unexpected volcanic eruption in 1961 forced the evacuation of the about 300 islanders, which were brought to Cape Town by the Dutch passenger liner **TJISADANE**. After two years in England, most of the islanders returned home. **Photo: Robert Pabst ©**

Technisch detacheerder Humares neemt branchegenoot over

Humares Groep neemt sectorgenoten Isoper en Primat in Nederland en België over. Projectmatige aanpak van technische bedrijven en schaarste aan engineers schept kansen"

Humares in Vlissingen heeft een sectorgenoot uit de technische detacheringsbranche ingelijfd. Het gaat om het bedrijf achter **Isoper** en **Primat**, actief in het tijdelijk plaatsen van technische experts bij bedrijven in de raffinage en on-shore energiesector. Humares - gekend van een reeks 'merken' zoals Maintec, Impact, Nova Engineering en Oceanwide - verkocht eerder dit jaar het algemene uitzendbureau 'TiP personeelsdiensten' om zich nog meer te kunnen toespitsen op technische profielen.

De overnemer verwacht namelijk een explosieve vraag naar technisch personeel in de volgende jaren. Aan de ene kant organiseren technische bedrijven hun werk in groeiende mate projectmatig (en zijn er tijdelijke werkrachten nodig), aan de andere kant ziet het de schaarste aan engineers de volgende jaren alleen maar toenemen. Deze trend schept kansen voor gespecialiseerde detacheerders, is de redenering. Het is overigens om die reden dat Humares ook technici werft op buitenlandse markten, onder meer in Duitsland, Polen, Tsjechië, Cyprus, Houston en Singapore. "Wat intussen al goed is voor 30% van de omzet." Patrick van der Ploeg, CEO van Humares: "Generieke uitzendkantoren bieden steeds minder toegevoegde waarde. Om ons te onderscheiden zijn we ons steeds meer aan het specialiseren in disciplines binnen de techniek. Isoper en Primat zijn twee fantastische technische bedrijven die enorm sterk zijn in de projectmatige inzet van hoogopgeleide experts voor de raffinage en on-shore energiesector."

Onno van Buren, algemeen directeur van Isoper en Primat: "Voor Isoper en Primat is de aansluiting bij Humares een mooie kans." Hij verwijst in dat verband naar het internationale netwerk waarmee Humares multinationals in de olie & gas sector en de petrochemische industrie, een grotere continuïteit aan technische kennis en capaciteit kan aanbieden.

Eric Dantinne, Divisiedirecteur Humares België: "Op de Belgische markt heerst nog steeds een tekort aan technisch specialisten. In België heeft Humares met het merk Impact een sterke positie opgebouwd in de markt voor (internationale) technische vakmensen in uitvoerende functies." "In België zal de combinatie van Isoper en het bestaande Nova Engineering ons in staat stellen om beter in te spelen op de vraag naar hoger opgeleiden voor sleutelposities in de technische sector." Humares is opgericht in 1976 en gevestigd in Vlissingen. Zij richt zich op het (inter)nationaal ter beschikking stellen van specialistische medewerkers in de sectoren techniek, industrie, energie en maritiem. Het bureau heeft een personeelsbestand van 250 vaste en meer dan 3.500 gedetacheerde

Dryad Maritime achieves ISO certification

The UK's leading maritime intelligence provider, **Dryad Maritime**, has achieved ISO certification to ISO 9001:2008. The certification covers the provision of vessel management intelligence and maritime security advice. ISO 9001:2008 is accepted as the worldwide standard for a quality management system. It is based on a number of quality management principles including a strong customer focus, the commitment by top management, a systematic, process approach to the way it does business and the seeking of continual improvement across its operations.

The company's quality management system was assessed by the premier provider of management system certification, Lloyds Register Quality Assurance (LRQA). LRQA is recognised globally for its high standards in improving quality and performance throughout company operations – standards which **Dryad Maritime** is keen to adhere to.

Graeme Gibbon-Brooks, **Dryad Maritime's** Chief Executive Officer:

"Achieving ISO 9001:2008 certification is a real accolade and we are proud that we have attained this mark of excellence. In **Dryad**, we strive for excellence in all that we do, aiming to provide the Maritime Industry with world-class risk mitigation and intelligence products and services. We achieve this by ensuring that a quality culture is embedded in all areas of our business, with a particular focus on customer service. "Having a robust quality management system, which has been externally certified, demonstrates that Dryad has carefully considered its responsibilities towards its customers and has the processes and capability to deliver its products and services to its clients with a focus on consistency and high quality.

"It also reflects the Senior Leadership Team's determination to continually improve the way in which it does its business. Having a robust quality management system in place will allow Dryad to build upon this foundation as the company continues to grow and expand into the wider maritime operations sphere."LRQA is recognised across the maritime industry as being the benchmark Certification Body, so the fact that Dryad achieved certification will provide our customers, suppliers and affiliates with the confidence that the company adheres to the highest international standards of professionalism."

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BOTL places rig orders

The Bank of Tokyo-Mitsubishi UFJ has returned to Singapore to order two jack-up drilling rigs in deals worth \$440m. The units have been ordered at **Sembcorp Marine** and **Keppel Offshore & Marine** by the banks leasing arm BOT Lease (BOTL).

Both rigs have been ordered on the back of long-term leases to Tokyo-listed Japan Drilling Co (JDC). No further details were disclosed. Keppel FELS is due to deliver its **KFELS Super B Class** jack-up rig, which is provisionally named **Hakuryu 15**, by the end of 2016. The **Hakuryu 15** will be the second **KFELS Super B Class** jackup rig to join JDC's fleet. The **Hakuryu 11** was delivered in 2013. Apart from newbuilding projects, Keppel's yards in Singapore and the US have also collaborated with JDC on the repair and maintenance of rigs such as **Hakuryu 5** and **Hakuryu 10**. Sembcorp said its PPL Shipyard will deliver its rig, which will be named **Hakuryu 14**, at the end of October 2016.

The yard said the contract value may be higher on additional specification requirements to be negotiated among the parties involved. The new rig will be built based on PPL Shipyard's established proprietary **Pacific Class 400 design** which is capable of operating in deeper waters of 400 ft. This will be the second jack-up rig that **PPL Shipyard** is building for BOTL. The first unit, named **Hakuryu 12**, is under construction and due for delivery in January 2015.

In June 2008 **PPL Shipyard** also delivered the **Hakuryu 10** for JDC, with the rig currently chartered to Total E&P Indonesia. Yuichiro Ichikawa, President and Representative Director of JDC, said the rigs had been ordered to enable the company to "meet the strong demand from our customers for premium class jack up rigs and strengthen our position as a leading offshore drilling contractor". **Source : Tradewinds**

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

.... PHOTO OF THE DAY



The **PRESIDENT HUBERT**, still in her original URS colour scheme inbound for Rotterdam
Photo : Hans Hoffmann ©

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