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The Damen Shipyard group built RT EVOLUTION enroute from Rotterdam Caland canal to Rotterdam passing Maassluis
Photo : Skyphoto Maassluis ©

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The **APL TEMASEK** and sister ship moored in Rotterdam Amazone harbour – Photo : [Marijn van Hoorn](#) ©

Seaspan forsees a 'healthier' new year for carriers – and may buy bigger boxships

By Mike Wackett

If market fundamentals continue to dampen oil prices, mid-sized ocean carriers such as MOL, OOCL and CSCL could improve their bottom line by \$250-\$300m next year, according to one industry veteran. Containership owner Seaspan's chief executive, Gerry Wang, said he expected 2015 to be "healthier" as a consequence of the significant fall in bunker costs, which account for 30%-45% of ocean carriers' operating costs.

Speaking during his company's third-quarter results presentation yesterday, Mr Wang also claimed that some slow-steaming would be "put aside" because of a bunker price decline to around \$450 per tonne from the \$600 for IFO 380 in the summer. This could also benefit some older, less economical ships, which will come back into the equation when vessels are being considered for a particular route.

Seaspan's fleet of 76 vessels ranges in size from 2,500teu to 13,100teu, and its business plan is centred on long-term chartering to ocean carriers at fixed daily hire rates. Clients include Hapag-Lloyd, COSCON, CSCL, MOL and MSC

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The firm has also just concluded an agreement to charter four newbuild 10,000teu 'SAVER' vessels to Maersk Line. Although only fixed for a five years – against Seaspan's preferred 9-10 year period – Mr Wang regards it as good deal, considering the Danish carrier's outstanding creditworthiness which benefits Seaspan in terms of newbuild financing. Already the market leader in this field, Mr Wang said that NYSE-listed Seaspan's target was to reach 120-130 vessels providing an annual turnover of \$10bn.



Above seen 3 of Seaspan's 10.000 TEU ships for **MOL** under construction in the building docks at YZJ Xinfu shipyard.

Photo : Seaspan ©

According to data from vesselvalues.com, the Seaspan fleet, with its total capacity of 477,000teu, is worth \$2.8bn. It has 25 vessels, 290,000teu capacity, on order which will take its fleet size over the 100-vessel mark – significantly making it the third-largest containership owner in the world, after Maersk and MSC.


And Mr Wang reiterated his interest in ordering even bigger vessels. "It is no secret that we are seriously looking at 18,000-20,000teu ships," he said, adding that chief executive-level meetings were underway with several carriers and shipyards.

He believes carrier programmes to upgrade their fleets to larger tonnage are "unstoppable" – not least because of pressure from new environmental regulations – which is "great news for Seaspan" as the major carriers "always invite us to the table" as their "outsourcing partner", he said. Port congestion may also be "good news" for Seaspan, on the basis that it means carriers need more ships. He revealed that during his discussions with senior ocean carrier executives, port congestion in the US, Europe and Asia was always a hot topic. Looking ahead, Mr Wang expects global demand to be at a healthy 5% in 2015, with the US pick-up accelerating to 6-7%, and he is "not so sure" that the feared contraction in Europe will impact demand.

During the third quarter, Seaspan's charter hire revenue was \$186m against ship operating costs of \$42m, which, after other deductions, left a net profit of \$38m. Two 10,000teu vessels were received by Seaspan during the period, which are now on eight-year fixed-term charters with MOL. **Source : Loadstar**




The **LEWEK CONSTELLATION** moored at Huisman in Schiedam – **Photo : Sebastien Brochard ©**



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Hamburg-Sud's **CAP SAN MARCO** moored at the Euromax terminal in Rotterdam Europoort – Photo : Marijn van Hoorn ©

Asia Dry Bulk-Capesize rates face lack of direction on cooling charters

By Keith Wallis



The **VALE SOHAR** approaching the port of Sohar – Photo 24/7 pilot Rik van Marle ©

Rates for capesize bulk carriers on key Asian routes face an uncertain week after coming off six-month highs on reduced chartering activity by mining companies including Vale brokers said. "Mining companies will want to pull the market back from its current levels, but they will be under pressure to fix early December dates to tie in tonnage for the Christmas-New Year holidays," said a Singapore-based capesize broker. Rates for voyages from Australia and Brazil to China softened on Wednesday but could rebound quickly if iron ore miners jump back into the market, the broker said. "Chartering volumes have decreased a lot. It's only really been BHP Billiton and operators that have been active this week," said a second Singapore-based capesize broker. BHP Billiton concluded five capesize fixtures in the past week, according to Reuters chartering data. Rio Tinto fixed one ship, while Fortescue Metals Group stayed out of the market. Operators, including Sinochart and Classic Maritime, chartered tonnage from Australia and Brazil, Reuters freight data showed. Charterers were offering \$23 per tonne for a voyage from Brazil to China on Thursday, the second broker added, a drop of \$2 on the last concluded fixture on Wednesday. "I am still optimistic. I would expect volumes

to increase before Christmas. Charterers would want to lock in tonnage," he said. "The front haul activity has been steady, mainly represented by iron ore out of Brazil. West Australia iron ore activity has however been limited, having resulted in pressure on the Pacific rates," Norwegian ship broker Fearnley said in a weekly note on Wednesday. The value of freight derivatives had also fallen, Fearnley said. "These aspects are for sure resulting in more uncertainty amongst the owners." Rates for the Western Australia-China route slipped to \$9.42 per tonne on Wednesday from \$9.88 a week ago. Freight rates hit \$9.91 per tonne on Oct. 4, the highest since April 2. Freight rates for the Brazil-China route fell to \$25 per tonne on Wednesday from \$26.15 last week, close to March-end highs.

Rates in the smaller panamax market climbed as forecast for this week although they started to slip on Wednesday as owners started to become more pessimistic, Fearnley said. Charters remained active but there was a sense the market was becoming oversupplied with tonnage, Fearnley said. Rates for a panamax transpacific voyage climbed to \$11,744 per day on Wednesday, up from \$11,231 last week, although down from \$11,880 earlier in the week - the highest since Feb. 26. Freight rates for smaller supramax bulk carriers were faced with continued oversupply of tonnage that capped transpacific rates at \$8,000 per day, brokers said. The Baltic Exchange's main sea freight index closed at 1,464 points on Wednesday compared with 1,428 points last week. Technical analysis showed the benchmark is expected to rise to 1,621 in a week, as it has broken a resistance at 1,409. **Source : Reuters (Reporting By Keith Wallis; Editing by Subhanshu Sahu)**



The image shows a promotional banner for Teras Offshore. On the left is a circular logo with three blue wavy lines. To its right, the text reads "Teras Offshore" in a large blue font, followed by "A subsidiary of Ezion Holdings Limited" in a smaller blue font. Below the text is a photograph of two offshore supply vessels on the sea. At the bottom of the banner, there are two website addresses: "www.terasoffshore.com" on the left and "commercial@terasoffshore.com" on the right.



The **CMA CGM CORTE REAL** inbound for Rotterdam-Europoort – **Photo: Paul Borsboom ©**

Greenpeace names twenty "monster vessels, the scourge of the oceans"

Five fishing vessels from Spain are among the 20 most destructive community fishing vessels in the European Union, according to a new report from the environmental organization Greenpeace. Out of the five, two are from Galicia,;

Eirado do Costal, with home port in Cangas, and Playa de Tambo, based in Marin. The other three vessels are from the Basque Country: Albacora Uno, Albatún Tres and Txori Argi.



With the release of the report, "**Monster boats, The scourge of the oceans**", Greenpeace intends to warn on overfishing issues and protect the oceans through sustainable fishing. Greenpeace details that other ships belong to the following countries: Netherlands: 2; Portugal: 2; Sweden: 1; UK: 2; France: 1; Germany: 2; Denmark: 1; Lithuania: 2; Poland: 1 and Vanuatu, 1. The only vessel flagged outside the EU is operated by a Greek-registered company. Greenpeace aim is that the publication of this report forces the vessels mentioned, will

eventually withdraw from the oceans. "European countries, particularly Spain, have a fishing capacity that is higher than that the oceans can tolerate, and the only solution is to reduce the fleet, so when the time comes to do so, we urge the governments to start with the most harmful boats as those in the list," points out Marta Gonzalez, head of the Greenpeace's Oceans campaign. The publication of the list of vessels was criticized by the secretary general of the **Spanish Fisheries Confederation (CEPESCA)**, Javier Garat, believing that the NGO launches baseless attacks to larger vessels that operate "legally". Garat insisted it is a distortion of facts that Spanish tuna boats that are contributing to the depletion of resources, because they are catching species "in good health, supported by scientific data." On the other hand, Nina Thuellen, EU fisheries project coordinator, stated: "A relatively small number of industrial fishing barons are recklessly making huge profits from our oceans, with little respect for environmental and social considerations. They use tricks – like changing the identity and flag of their vessels or using front companies and tax havens to increase their access to fishing grounds or, blatantly circumvent rules and regulations". For that reason, she urged Governments "must stop turning a blind eye to overfishing by taking action on monster boats and support low-impact fishers instead." For her part, Gonzalez stressed that "it is time the Spanish Government took firm steps to comply with the Common Fisheries Policy (CFP)" and implement concrete measures to solve the overcapacity issue.

Source : mercopress



As the photographers contributing to the newsclippings are everywhere around the globe ☺ Ch. Engineer **Jan van Vuuren** onboard the General cargo vessel **SCHOKLAND** enroute from Scotland to Fremantle in Australia and taking bunkers at Mauritius spotted HAL's **ROTTERDAM** departing during the evening there – **Photo : Jan van Vuuren – Ch. Engineer SCHOKLAND ☺ (right on the photo ☺)**

Jack-Up Barge Increases Offshore Accommodation Offer

Jack-Up Barge has recently placed a significant order with Malaysian-based **Asian Offshore Services (AOS)** for additional Zone 2 blast-rated Temporary Living Quarters (TLQs). The Netherlands-based Jack-Up Barge, a leading supplier of Self Elevating Platforms for the offshore sectors has been expanding fast. As part of this expansion, the company continues to grow their accommodation services offering. The Jack-Up Barge fleet has the capacity to serve both the renewable and non-renewable offshore industries. In recent times the company has responded to market conditions, showing versatility, by expanding its accommodation capabilities to provide oil & gas projects with large accommodation requirements on jack-ups. This latest move illustrates this focus. **Ronald Schukking**, Technical and New Building Director at Jack-Up Barge, says of the order, "Our fleet is used for a variety of purposes by contractors and operators from all corners off the offshore sector. We notice an increasing demand for offshore accommodation and have responded accordingly with a significant increase in high quality TLQs. We're looking forward to offering our clients this extra availability in the near future." The order to AOS is for 70 cabins of 4-8 berths and 30 general purpose support cabins, providing Jack-Up Barge with a potential of 560 beds. The TLQs will all be ABS certified and fulfill Zone 2 Hazardous Area Requirements. The modules are linkable and stackable, which means they can be configured in a variety of different ways. This flexibility is a major plus, enabling the company to position the modules suitably for projects where there is a requirement for installation activity and also, when accommodation alone is sufficient. The standards required by Jack-Up Barge for the TLQs are indicative of the standards being demanded by offshore operators internationally today and feature high levels of both comfort and safety for those on board.



Seabourn Spirit en Legend keren terug naar Caribbean voor afscheidscruise



Voor hun laatste seizoen als Seabourn schip keren de **Seabourn Spirit** en **Seabourn Legend** terug naar de Caribbean, waar het twintig jaar geleden voor beide schepen begon. Beide schepen bieden de bekende en bekroonde Seabourn evenementen 'Caviar in the Surf' en de 'Marina dag' aan. De **Seabourn Spirit** en **Seabourn Legend** worden in het voorjaar van 2015 overgedragen aan hun nieuwe eigenaren.

"**Seabourn Spirit** en **Seabourn Legend** hebben vele onvergetelijke herinneringen en speciale 'Seabourn Moments' opgeleverd de afgelopen jaren," aldus Seabourn President Richard Meadows. "We nodigen onze gasten

graag voor de laatste keer aan boord van deze bijzondere schepen uit om nog één keer terug te gaan naar de plek waar het allemaal begon." Vanaf 15 november 2014 biedt **Seabourn Spirit** 18 zevendaagse cruises afwisselend tussen St. Maarten en Barbados. Het ultra-luxe cruiseschip vertrekt op 21 maart 2015 voor zijn laatste Seabourn cruise, voor een 13-daagse trans-Atlantische reis van St. Maarten naar Barcelona. Op 9 november 2014 begint **Seabourn Legend** aan een reeks van afwisselende zevendaagse cruises tussen St. Maarten en Aruba. Daarna verlaat ook de **Seabourn Legend** het Caribisch gebied voor zijn laatste cruise, een 29-daagse trans-Atlantische reis van St. Thomas naar Civitavecchia (Rome). Gedurende alle cruises wordt op beide schepen het beroemde evenement 'Caviar in the Surf' georganiseerd, waarbij medewerkers vanaf een surfplank in het water gekoelde champagne en kaviaar

serveren. Daarnaast wordt er een royale barbecue lunch geserveerd en is er tijd om te genieten van diverse watersportactiviteiten en live muziek. Het 'Caviar in the Surf' evenement staat gepland voor Prickly Pear Island in de Britse Maagdeneilanden en Mayreau in St. Vincent en de Grenadines. Een ander hoogtepunt gedurende de Caribische cruises is de populaire 'Marina dag', een uniek uitklapbaar watersportplatform achter het schip. Van waterfietsen en kajakken tot zwemmen in de zee en bananenboot varen, gasten genieten van de warme wateren van het Caribisch gebied gedurende de 'Marina dag'. De intieme en bekroonde schepen van Seabourn zijn een klasse apart: ruime, mooi ingerichte suites, vaak met veranda; diners in een waaier van restaurants; open bars overal op het schip; kwaliteitswijn tijdens de lunch en het diner; bekroonde, persoonlijke service en een ontspannen, gezellige sfeer waardoor gasten zich meteen thuis voelen aan boord. De Seabourn schepen doorkruisen de wereldzeeën het gehele jaar door, naar de meest begeerde bestemmingen op het beste tijdstippen van het jaar, zowel bruisende steden als minder bekende jachthavens en verborgen pareltjes waar maar weinig reizigers ooit voet aan wal zetten. Tegen een uitstekende prijs-kwaliteitverhouding krijgen gasten een van de beste reiservaringen ter wereld, all-inclusive.



The **AARON** towing the **ABEKO SERVER 2** towards Den Helder – Photo **FLYING FOCUS** luchtfotografie www.flyingfocus.nl ©

ALP Maritime Services B.V. enters into Memorandum of Agreement to purchase six modern long distance anchor-handling and towing vessels

ALP Maritime Services B.V. is pleased to announce that the Company has entered into a purchase agreement to acquire six powerful long distance anchor-handling and towing vessels, subject only to a satisfactory inspection of the vessels. The vessels are operating in the 200 and 300 Tonnes Bollard Pull towing vessel segment. This acquisition adds a combined 1,450 Tonnes of Bollard Pull to the ALP fleet, enhancing ALP's competitive position in the high-end long distance towing, positioning and hook-up market. The vessels to be acquired are:

- **AHT ORCUS:** 306 Tonnes Bollard Pull – built 2010 – DP II
- **AHT URANUS:** 301 Tonnes Bollard Pull – built 2009 – DP II
- **AHT URSUS:** 218 Tonnes Bollard Pull – built 2008 – DP II
- **AHT JANUS:** 219 Tonnes Bollard Pull – built 2007 – DP II
- **AHT TAURUS:** 207 Tonnes Bollard Pull – built 2007 – DP II
- **AHT MAGNUS:** 192 Tonnes Bollard Pull – built 2006 – DP II

It has been mutually agreed with the sellers that ALP will take over the vessels during the period from 1 December 2014 to 31 March 2015 at ALP's discretion.

The Market



An increasing number of ultra-large floating production units on order will require towing and hook-up services in the next decade(s). This will result in a growing demand for powerful and versatile long distance towing vessels which are capable of complying with increasingly stringent offshore vessel requirements. Offshore floating production units are increasing in size and value. Multi-billion dollar field developments rely on floating production / storage units capable of operating on site for well over a decade without returning to a shipyard. The transport from the building yard to the field site and the subsequent hook-up to the permanent mooring on site is therefore an important part in the success of a project. Exposed to the environment, there is a need for powerful and reliable towing vessels

that can maintain control of objects under tow in changing environmental conditions. The subsequent hook-up of the units to the fields' pre-laid mooring and riser-systems requires lengthy heading control duties and therefore vessels able to operate safely in close quarters for extended duration. Installation, mooring leg maintenance and replacement operations demand vessels that comply with the stringent in-field DP II requirements established for offshore vessels.

The Vessels

The six vessels to be acquired are presently the most powerful and advanced long distance towing vessels in the market, only to be surpassed by the **ALP FUTURE vessels** when they enter service in 2016. The units are modern and very robust offshore vessels, built in Germany in the period 2006 - 2010. **ALP** previously marketed the vessels during 2011 - 2012. During this period ALP successfully introduced the vessels to its clients in the international towage market and as a result the **ALP** team is familiar with the unique design and capacity of the vessels. Compared to peer-vessels active in the towage industry, the units offer anchor-handling, positioning and increased fuel capacity and are equipped with DP II. These are similar features that the **ALP FUTURE vessels** offer and which are in high demand by our clients active in the Floating Production / Storage, Drilling and Subsea market. **ALP** is active in a market environment that is ever more focused on increasing quality and redundancy, reducing risk and increasing safety of the services offered in general. Our clients are expecting that the long distance towing vessels comply with the same offshore quality standards that apply to vessels operating in the many offshore fields around the world. This is critically important when the vessels are required to operate in close vicinity of an offshore platform, during a long-distance towage operation performed by two or more vessels or when the offshore platform has to be connected to the permanent mooring system following the tow from the building yard to the offshore site. Offering high standard vessels is of paramount importance not only to ALP's clients, but also to ALP's own personnel. **ALP** considers it a duty to implement the highest safety standards for the towage industry, thereby offering both clients and personnel a safe working environment. It is the continued investment in this vision that has enabled ALP to obtain a leading position in the high-end long distance towing segment.

Vessel Specifications:

Following a satisfactory inspection, the vessels shall be re-branded to **ALP's** house-style. The four largest vessels that will operate in the same long distance towing range shall be named after open positions in our soccer team, joining the four **ALP FUTURE vessels**.

- **AHT ORCUS > ALP CENTRE**
- **AHT URANUS > ALP GUARD**
- **AHT URSUS > ALP FORWARD**
- **AHT JANUS > ALP WINGER**

The other two vessels are also powerful, highly maneuverable and skillful vessels, but have a shorter towage range. Their capabilities are equally important to the **ALP** fleet. In order to easily identify to our customers that they are of a different range towing capacity equally powerful names have been selected, relating to a unique moment in sport and an expression of skills and power.

- **AHT MAGNUS > ALP ACE**
- **AHT TAURUS > ALP IPPON**

These names are a reference to ALP's vision that multi-tug long distance towage / offshore operations require a team-effort to succeed. The new vessel names represent a friendly wink towards **ALP's** customers as well as competitors to affirm that ALP is very competitive minded with a strong ambition to secure its position as a long-term market leader. However, as true sportsmanship implies, to ensure to those concerned, **ALP** will always abide by the Fair-Play rules of the game. **ALP Maritime Services B.V.**, a company based in Rotterdam, the Netherlands, is an international provider of commercial and operational services in the towage, transport and installation market to the offshore oil and gas industry. www.alpmaritime.com



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Maritieme sector Nederland boordevol innovatie

Donderdagavond 6 november zijn Nederlands' vijf belangrijkste maritieme prijzen voor reders, scheepswerven, studenten, ontwerpers en toeleveranciers toegekend. De **Wim Timmers Ontwerpersprijs** ging naar **Emiel Mobron** voor zijn beoordelingsmethode voor windvoortstuwing bij vrachtschepen. Het onderzoek naar de elektrische onderzeeboot leverde luitenant-ter-zee **Guus van Fulpen** de van **Hengel-Spengler** prijs van de Koninklijke Marine op. **Dynamic Marine Systems Holland** ontving de **Maritime Innovation Award** voor haar **AntiRoll-stabilisatiesysteem**. **Van Oord** mocht de **KVNR Shipping Award** mee naar Rotterdam nemen voor haar offshore-installatieschip **Aeolus** en KNVTS Schip van het Jaar is de door **Damen Shipyards** gebouwde reddingboot **Nh1816** van de KNRM geworden. De winnaars zijn inspirerende voorbeelden van de innovatiekracht en meerwaarde van het Nederlandse maritieme cluster. De vijf winnaars werden, ten overstaan van meer dan 850 maritieme professionals, door de juryvoorzitters tezamen met **Ineke Dezentjé Hamming**, voorzitter FME, bekend gemaakt tijdens het **Maritime Awards Gala 2014** in Zaandam. Dit Gala is ook meteen de officiële aftrap van de Maritime Week, waarin de spotlights nadrukkelijk op de maritieme sector gericht worden.

Zeilende vrachtschepen

De winnaar van de **Wim Timmers Ontwerpersprijs** is **Emiel Mobron** met zijn beoordelingsmethode voor windvoortstuwing bij vrachtschepen. Met almaar stijgende brandstofprijzen en steeds strengere regelgeving voor uitstoot komt zeilvoortstuwing voor vrachtschepen weer onder de aandacht. Ideeën en ontwerpen voor zeilsystemen zijn er legio, maar kennis over en inzicht in de hoofdafmetingen van de zeilende rompvorm ontbreken: een korter schip heeft lagere bouwkosten, maar een hogere weerstand. Een slankere rompvorm zeilt misschien beter, maar tegen

welke prijs? Waar ligt het optimum en hoe kan uiteindelijk de investering in het tuig worden terugverdiend? Want brandstof besparen willen we allemaal, maar niet tegen hogere kosten. Om deze vragen te beantwoorden, heeft Emiel Mobron een bestaande ontwerpmethodes gecombineerd en toegepast op variaties in rompvormen, uitgaande van één soort tuig en lading.

De beste operationele innovatie door een jonge student

Ook dit jaar was de jury van de van **Hengel-Spengler** prijs aangenaam verrast door het bijzonder hoge niveau van het ingezonden werk. De jury was het echter unaniem eens dat de thesis 'Op weg naar de more electric submarine' van Luitenant ter zee **Guus van Fulpen** (23) de beste was. Voor een onderzeeboot is het van cruciaal belang om niet gedetecteerd te worden door een sonar. Daarvoor moet de boot zo stil mogelijk zijn. Luitenant ter zee Van Fulpen heeft in zijn scriptie onderzoek gedaan naar de toepasbaarheid van elektrische actuators voor het bedienen van de grote roerbladen. **Van Fulpen** komt tot de conclusie dat elektrische actuators in ieder opzicht de potentie hebben om met behoud van functionaliteit het hydraulieksysteem van de roeren te vervangen, waardoor de boot stiller wordt. Bovendien ruimte wordt bespaard door een kleinere installatie.

Walvissen als voorbeeld

De **Maritime Innovation Award** heeft ten doel meer bekendheid te geven aan de vernieuwende kracht die uitgaat van de maritieme en offshore-toeleveringsindustrie en om innovatieve ontwikkelingen binnen de maritieme cluster te stimuleren. Goed beschouwd gebruikte roldempingspecialist **Arnold van Aken** in zijn ontwerp van het AntiRoll-stabilisatiesysteem de walvis als model. En dat is niet zo vreemd. De walvis is immers het meest aan het water aangepaste zeezoogdier ter wereld. De resultaten hiervan zijn verbluffend. Zo wijzen tests uit dat tijdens het varen de gebogen AntiRoll high aspect-vinnen in vergelijking met conventionele systemen 50 tot 75 procent minder weerstand realiseren. Deze weerstandsreductie heeft niet alleen een positief effect op de snelheid, maar ook op het brandstofverbruik.

Aeolus draagt met windmolens bij aan Energieakkoord

Met de Shipping Award wil de Koninklijke Vereniging van Nederlandse Reders laten zien dat zeescheepvaart een boeiende sector is waarin vernieuwingen plaatsvinden, maar ook dat het milieu en maatschappelijk ondernemen, zoals het goed zorgen voor de bemanning, hoog op de agenda staan. De prijs moet nog meer bewustzijn op deze vlakken creëren en de rederijen stimuleren hierop in te haken. Met de Aeolus van Van Oord is dit uitstekend gelukt. Dit schip is volledig ingericht op efficiënte installatie van windmolens op zee. Bijzonder is dat Van Oord het schip in eigen beheer heeft gebouwd. Tineke Netelenbos, voorzitter van de jury: "Imposant, het liegt er niet om. Een spectaculair schip waarbij grote stappen vooruit worden gezet in de Nederlandse offshore-industrie en wat ook internationaal spin-off kan hebben."

Nh1816 KNVTS Schip van het Jaar



Deze prestigieuze prijs wordt ieder jaar toegekend en uitgereikt aan een in technisch opzicht innovatief schip dat in Nederland, of bij een buitenlandse vestiging van een Nederlands bedrijf, is ontworpen en (af)gebouwd. De door **Damen Shipyards** gebouwde reddingboot voldoet zeker aan die criteria en staat bol van de innovatie en slimme vondsten.

Photo **FLYING FOCUS** luchtfotografie
www.flyingfocus.nl ©

Deze reddingboot is namelijk het resultaat van gedegen onderzoek en ontwerp in nauwe samenwerking met de mensen die in moeilijke omstandigheden de zee opgaan: de bemanningen

van de KNRM. Dankzij die bijzondere samenwerking gooit het uiteindelijke ontwerp hele hoge ogen op het gebied van de inzetbaarheid bij zwaar weer, comfort voor de crew, gedrag in boeg- en schuinvoorinkomende golven, koersstabiliteit en veilig gedrag in (schuin-) achterinkomende golven, manoeuvreerbaarheid in alle omstandigheden en geluidsniveau in het stuurhuis.

Tijdens het Gala verrichtte **Arie Kraaijeveld**, voorzitter van Nederland Maritiem Land de officiële aftrap van de **Maritime Week 2014**. Officieel, want eerder op de dag was deze week reeds van start gegaan met een 'maritieme gastles' door schout-bij-nacht **Ben Bekkering**, plaatsvervangend Commandant Zeestrijdkrachten van de Koninklijke Marine. Dit was de eerste gastles in een poging om het 'record maritieme gastlessen geven' (vorig jaar 314 stuks) te

verbeteren. Op de laatste dag van de Week wordt bekend of dit gelukt is tijdens de afsluitende maritieme gastles, die door Tineke Netelenbos aan boord van een **P&O Ferry** zal worden gegeven. Het **Maritime Awards Gala** wordt georganiseerd door de Stichting Maritieme Prijzen. Hierin zijn **Netherlands Maritime Technology, KVNR, KNVTS, NISS** en de Koninklijke Marine vertegenwoordigd. De hoofdsponsors van het **Maritime Awards Gala 2014** zijn **NNPC, Damen Shipyards, Wärtsilä Netherlands, Europort, Huisman Equipment** en **Nederland Maritiem Land**.



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VOLVO OCEAN RACE ARRIVING IN CAPE TOWN



The **Volvo Ocean Race** fleet have started arriving in Cape Town. Winner of the first leg is **Abu Dhabi** followed by **Dongfeng** just a touch more than **12 minutes** later after **25 days at sea!** Photo's : Glenn Käsner ©

Sailor freed by pirates recounts horror: Begged for food, water

Bahadur Singh, a 57-year-old sailor from Ranakapura village in Haryana, is among seven Indians who arrived in Mumbai last week after being held captive by Somalian pirates for four years. Bahadur lacks confidence and gets restless when asked to recount his ordeal. The only thing he says with certainty is that he doesn't have any respect for pirates. He was among the 15-member crew of Indians aboard M V Asphalt Venture, which was hijacked by Somalian pirates off the coast of Tanzania on September 28, 2010. Eight men were released in April 2011. The rest returned last week. "I am eager to meet my 95-year-old mother. She prayed for me day and night," said Bahadur. "After offering prayers at all temples, mosques and gurdwaras in Mumbai, I would like to meet her the first," he added. He is also looking forward to seeing his two children, a 30-year-old daughter and a 27-year-old son. Apart from Bahadur, Manjeet Singh (57), T B Unnikrishnan (57), George Joseph (60), Sohan Singh (45), Bhim Sen Singh (45) and Littton Daniston Anthony (27) are being guided by their Indian coordinator Chirag Bahri for the Maritime Piracy Humanitarian Response Programme "At present, all of them are under mental trauma. The moment they are asked about what happened, they start crying. We are giving them psychological counselling here in Mumbai," Bahri said. Talking about the ill-fated day, Bahadur said, "We were travelling from Mombasa in Kenya towards Durban in South Africa when two speeding boats with almost 20 armed pirates entered from the rear of our ship. They forcibly took the carrier to Hardere Anchorage in Somalia."

"I had seen scenes of kidnapping in movies, but it was actually happening to us. We suffered every day and every minute for the past four years," he said. Describing the location where they were taken, he said, "It is named after the village, Hardere. We were kept in the forest where the chief of the troops named Sarafee Abdula-hi alias David had huge farms. It was like a fortress armed with 400-500 soldiers." He added, "Sarafee probably watched a lot of Hindi films. He used to tie our hands and legs. Then, they used to dance and fire in the air with their AK-47s. It was a horror. They threw me towards fire; I managed to save my face but my hands were completely burnt." Bahadur claimed the seven Indian sailors were initially told by Sarafee that he wanted 122 Somalian pirates held in Indian jails to be released, but later, ransom was demanded from the hostages' families. "I was connected with my family and told to inform them that I will be freed if millions were paid," Bahadur said. "At times, we would cry for drinking water. We were on our knees for food. We hardly had water to bathe. We were given three litres and were asked to use it for three months. We used our torn clothes, t-shirts as underwear. The pirates hardly understood English. The soldiers guarding us would sometimes bring us rice. We were given only rice in the last year of captivity," he said. Singh, who picked up the pirates' language during his time in captivity, said the experience taught him that any experience — good or bad — is an opportunity to learn. **Source : indianexpress**



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New containership orders breach million TEU mark

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ORDERS for containerships have passed the one million TEU mark this year, with 145 units contracted during the first 10 months, says Alphaliner. Based on nominal container intake, the cellular containership orderbook currently stands at 3.5 million TEU, representing 19.3 per cent of the existing fleet, which totals 18.2 million TEU.

The present orderbook-to-fleet ratio, at below the 20 per cent mark, stands at one of the lowest levels since 2000, compared with peaks of 60 per cent in 2005 and 2008.

The ratio could however rise again by a few points, if the G6 carriers were to conclude orders for a series of 18,000-TEU ships believed to be in the pipeline. On the other end of the spectrum, renewed interest for containerships of 1,000-2,000 TEU could trigger further orders in this size range with 49 units contracted so far this year. Most of the orders in this segment are focussed on the intra-Asia trades, mainly the 1,000-1,100 TEU size for North Asia routes and the 1,600-1,700 TEU size for southeast Asia trade lanes. Ordered at attractive prices, many of these fuel-efficient ships designed for operation in intra-Asia niche trades will displace old charter tonnage. A few ships of 1,400-2,400 TEU designed for the Baltic trades were also ordered.

The overcrowded mid-sized vessel segment is being shunned, and orders for ships in the 3,000-7,500 TEU size range have been scarce in the past two years, with few exceptions. US private equity owner Oaktree ordered 10 wide beam container vessels of 5,370 TEU at Hanjin's Subic Bay yard, with half of the ships delivered so far. Germany's Niederelbe Schifffahrt (NSB) this year contracted four 5,000-TEU ships at Sainty Shipyard, and Simatech in 2013 committed to two 4,350-TEU ships from Taizhou Catic.

With 100 neo-panamax wide beam ships of 8,500-10,000 TEU scheduled for delivery in the next two years, the mid-sized segment also faces significant pressure from above, as these new ships will mainly replace 4,000-7,000 TEU vessels, which could then have limited prospects for re-employment. In terms of orders, the 8,500-10,000 TEU handy neo-panamax, which refers to ships with a 19-row beam and an overall length of 299 to 335 metres, was the most popular segment last year.

A total of 78 such units were signed for in 2013, with a further 15 orders added in the first two months of 2014. By unit count, the segment accounted for 23 per cent of all new containership orders since 2000. But reduced demand on Latin America and Black Sea routes, trades for which these ships are optimised, has put pressure on this sector too. Subsequently, there have not been any further orders for ships of this size since March. In contrast, the ultra large containership (ULCS) sector continues to attract interest, with orders for three 18,000-TEU-class ships announced last week for an undisclosed European owner. Additional deals for ships of this size are expected to be concluded in the next few months as several carriers are currently considering ULCS newbuilding programmes. **Source : Asian shipper**



The TSHD **CONTENDER** approaching the Ijmuiden locks outbound – **Photo : Simon Wolf ©**

SpeedCast Selected By Allseas To Deliver Satellite Services For Their Flagship Vessel - The Pieter Schelte

World's biggest ship served by SpeedCast

SpeedCast International Limited (SpeedCast), a leading global satellite telecommunications service provider, today announced that it has been awarded a satellite service contract by **Allseas Group S.A. (Allseas)**, a global leader in offshore pipeline installation and subsea construction. The contract covers their flagship vessel, the **Pieter Schelte**, the world's biggest ship, which took to the seas for the first time for sea trials in September. The satellite service provides high-performance broadband connectivity for mission-critical communications between the vessel and the land-based operations.

Allseas is known for their expertise in the execution of large and complex projects for the Oil & Gas Industry, and provides worldwide support to its clients. **Allseas** operates a versatile fleet of dynamically positioned pipelay and support vessels including the world's largest pipelayer **Solitaire**. In June 2010 **Allseas** awarded the contract for building its dynamically positioned platform installation/ decommissioning and pipelay vessel **Pieter Schelte** to the South Korean shipyard **Daewoo**. Delivery of the completed topsides lift and pipelay vessel is expected at the end of 2014, ready for offshore operations in the summer of 2015. At 382 metres in length and 124 metres in width, it is the largest ship by area ever built. SpeedCast is already serving the rest of the **Allseas** fleet: **Solitaire**, **Audacia**, **Lorelay Calamity Jane** and **Tog Mor**. The **Pieter Schelte** was designed to lift oil rigs out of the water and move them to shore for disposal. The massive vessel can lift topsides, the upper section of an oil rig, weighing up to 48,000 tons, and can also lift jackets, the bottom section of rigs, weighing 25,000 tons. It can then transport the top and bottom sections of the oil rig to shore. The vessel is able to raise and lower itself in the water by 25 metres in order to manage the huge weight demands of moving an oil rig. **Pieter Schelte** also boasts a pipelay tension capacity of 2,000 tons, making it the largest pipelay vessel in the world. Top speed is 14 knots (25.9 km/h) and it can accommodate a crew of 571 people. **SpeedCast** designed a customized communications solution to meet the unique requirements of Allseas for the **Pieter Schelte**, which include operational and ship management applications, as well as crew communications. SpeedCast's advanced solution utilizes dual maritime VSAT systems, with frequency diversity, including C-band and Ku-band, as well as an L-band backup, to provide **Allseas** with a highly reliable, highly resilient communication solution with world-wide coverage. The solution provides full system and equipment redundancy for both data and voice services to deliver guaranteed reliability under all operational conditions. "We are thrilled to be working with **Allseas** on such an impressive vessel," said Pierre-Jean Beylier, CEO of **SpeedCast**. "It is a testament to SpeedCast's ability to deliver highly complex and customized solutions on vessels with unique requirements. We thank **Allseas** for their continued trust in **SpeedCast** and for this latest milestone in our long-term working relationship."



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St Lawrence Seaway opts for arbitration, averting strike over auto-docking

THE 460-member of the St Lawrence Seaway have agreed to take their contract dispute to arbitration, avoiding a strike that would have shut the waterway linking the Great Lakes to Atlantic Ocean. The Unifor union announced the news in a statement after having set a strike deadline on Monday, reported Reuters, after the workers protested plans for an automated docking system which would require fewer men.

"We have been meeting night and day the past week to reach a deal, and came to the conclusion that arbitration was the best way to resolve remaining issues," Unifor spokesman Joel Fournier said. While the seaway's summer navigation system doesn't close until late December the bargaining power of the union through strike action diminishes as time goes on. **Source : Asian Shipper**

MAIB accident investigation report (30/2014) published



The **MAIB** have published their accident investigation report into the grounding of the liquefied gas carrier **NAVIGATOR SCORPIO** on Haisborough Sand, North Sea on 3 January 2014:

[CLICK HERE](#) to read the full report

Building alliances

HFW's Anthony Woolich discusses the implications of the fall of P3 and the rise of 2M

Since the announcement in June 2013 of a proposed global operational alliance between the world's three largest container shipping lines, Maersk, MSC and CMA-CGM - known as the P3 alliance - there has been much speculation within the industry relating to the form and substance such an alliance would take and the effect that it would have on both port and terminal operators and the industry at large. However, against industry expectations, the proposed P3 alliance was blocked by the Chinese Ministry of Commerce (MofCom) on June 17. MofCom's decision meant that the P3 alliance did not go ahead and has led to further restructuring in the container shipping market. Maersk and MSC have since entered into an exclusive Vessel Sharing Agreement (VSA) - dubbed the '2M' - on east-west trades, whilst CMA-CGM have announced details of their collaboration with CSCL and UASC - to be named 'Ocean Three'. Ocean Three will also cover east-west trades and therefore compete directly with 2M and the two other global alliances, G6 and CKYHE. P3 had already received regulatory approval from the Federal Maritime Commission in the US. In addition the European Commission (the Commission), which does not have a formal clearance procedure for VSAs which fall short of a full-function joint venture, had indicated that it would not open proceedings against P3 when it started operations. However, both regulators stated that they would closely monitor P3 to ensure that its impact over time did not lead to a restriction of competition, which might be evidenced by higher prices or less choice for consumers.

China's clearance

Unlike the regulators in the EU or the US, MofCom required P3 to obtain merger clearance. MofCom had not required this clearance for the G6 or CKYHE alliances. In making the decision to reject P3, MofCom drew a distinction between what it termed as 'traditional' VSAs, which it would not treat as a 'merger' and 'non-traditional' VSAs between container lines. MofCom reasoned that in a 'traditional' VSA individual members retain the ability to have an impact on the decision making of the alliance, as operational decisions are taken by a committee that involves all the members of the agreement. In contrast, P3's day-to-day operational decisions would have been taken by a dedicated arms-length network service centre. In this regard, MofCom was particularly concerned that the proposal of P3 to pool costs through the network service centre would have reduced the ability of P3's members to compete effectively on price. It was also concerned that P3's market share, which it said was 47% on the Asia-Europe trades, may have given P3 the power to control prices in a concentrated market with barriers to entry. MofCom's decision indicates that competition authorities are prepared to place limits on the level of integration VSAs can achieve if those authorities feel that increased integration would have a negative impact on customers such as shippers, freight forwarders and terminal operators.

2M has been structured as a 'traditional' VSA in response to MofCom's P3 decision. Press reports indicate that there will be no joint service centre, and that Maersk and MSC will each be responsible for their own bunker costs and will enter into separate service contracts.

Shippers' gripes

However, 2M may still face difficulties from regulatory authorities. For instance, shippers' forums in a number of jurisdictions including China, have expressed concerns about 2M's market share, which, although smaller than P3's, could, according to press reports, still be as high as 42% on transatlantic trades and 35% on Asia-Europe trades. These market shares would mean that 2M would be unable to benefit from the EU block exemption for liner consortia permitting co-operation between carriers short of price fixing and market allocation where market shares do not exceed 30%. Instead, like P3, it will have to 'self-assess' its agreement to ensure compliance with EU competition law. While it is unlikely that the Commission will stop 2M from starting operations, it could place its operations under significant scrutiny in the future if freight rates were to rise. In addition, whilst 2M may not be viewed as a merger by MofCom, the Chinese Ministry of Transport may investigate a VSA for anti-competitive practices if it carries more than 30% of the volume carried through Chinese ports on any trade route in a particular year. We understand that the Chinese Ministry of Transport may order a VSA to be amended or limited if it finds that the VSA is detrimental to fair competition. Since filing for regulatory approval from the FMC in late August, two FMC commissioners, William Doyle and Richard Lidinsky, have expressed concerns about 2M. This has led to speculation that the FMC may stop the clock on the 45-day review in order to obtain further information about the proposed alliance. However, rather than wait to hear what questions the FMC wishes to raise, Maersk and MSC have sent representatives to Washington for urgent meetings with the FMC. Press reports indicate that the visit sought to persuade the FMC not to delay the launch of the alliance as part of its review. In any event, if the FMC issues a request for further information and stops the clock on the review, there will be insufficient time for the two lines to prepare 2M for its intended start-up early next year.

Ocean three

In contrast to 2M, Ocean Three is based on a series of vessel-sharing, slot-exchange and space-charter agreements which allow member lines to keep existing deals with other carriers. This collaboration will require approval from the FMC and will need to be notified to the Chinese Ministry of Transport. However, with an estimated 13% share of transpacific trades and 20% on Asia-Europe trades according to market reports, it may be unlikely that the new partnership will alarm competition regulators.

One of the primary objectives of alliances is rationalisation - an improvement of the partners' operational efficiencies and vessel capacities. However it is clear that the impacts of alliances are far-reaching, affecting not only the alliance partners, but ports, terminal operators and the industry at large.

As ports and terminals are jointly selected by alliance partners, this is likely to mean that there will be fewer ports of call. However those ports and terminals which are selected, will have to handle much larger ships and container exchanges, and must have in place systems that are geared towards handling more hub-and-spoke and interline relay traffic. This is likely to culminate in a higher concentration of activity taking place in key locations. Nevertheless, all ports and terminals globally will be affected with greater ship sizes due to the effect of vessels being displaced on to other routes. The knock-on effects caused by alliances and larger ships are already becoming apparent. There has been a restructuring of the physical layout and location of certain terminals as well as changes in ownership. For example, in Hong Kong, Hutchison's HPH Trust has sold stakes in Asia Container Terminals to Cosco Pacific and China Shipping Terminal Development. The acquisition has created common ownership of continuous berths and will assist with berthing and handling larger ships.

Come together

It is also evident that global terminal operators are increasingly seeking opportunities to work together more closely in particular locations in the face of growing ship sizes and alliances. For example, APM Terminals and Terminal Investment Limited now have joint ownership of terminals in Santos, Callao and Marseilles-Fos, while the AP Moller-Maersk Group has signed a strategic MOU with China Shipping (Group) on container terminals.

MofCom's decision to reject P3 and the legal uncertainty faced by 2M and Ocean Three in obtaining regulatory approval highlight the challenges faced by container shipping lines seeking alliances to rationalise their activities. The establishment of a single global set of competition rules for the container shipping industry might be desirable, but for now the liner companies will have to continue to seek competition law advice in separate jurisdictions when entering into VSAs or mergers.

In any event, it is clear that once alliances are given regulatory approval, their impact will affect the industry as a whole and pose particular challenges to ports and terminal operators. We have already seen a trend towards the physical and commercial consolidation of terminals and increased cooperation between global and international terminal operators.

While it is not clear to what extent these agreements are being driven by the effects caused by alliances and larger ship sizes, it is evident that greater cooperation between ports and terminal operators is one way to mitigate these challenges. **Anthony Woolich** is a partner at **Holman Fenwick Willan**, an international law firm advising businesses engaged in international commerce. Research by **Kiren Dillon**, trainee solicitor at **Holman Fenwick Willan**. Source : portstrategy



Turkish 'oil rig' hysteria ends with arrival of platform for repairs

THE departure of a drilling rig from Turkey's coast and headed toward Cyprus sparked wild media speculation on Wednesday, ending days of hysterical theories about the start of Turkish oil and gas exploration off the island. The rig had left Iskenderun, in south eastern Turkey and was headed on a course toward the island. Greek media – soon copied by Cypriot media – initially reported that it might be headed offshore Cyprus to conduct deepwater drilling in block 2 or 3 on Turkey's behalf. Subsequent reports during the day noted, however, that the rig might be headed to Limassol for maintenance, which proved to be the case.

The conjecture came amid unconfirmed earlier reports cited mostly in the Turkish press in recent weeks that Turkey was looking to buy or lease a deepwater drilling platform from a Romanian company. Ankara was also said to be in talks with Azerbaijan for the same purpose. The reports come in the wake of Turkey's stated intent to follow up seismic research in Cyprus' Exclusive Economic Zone (EEZ) with actual exploratory drilling. Maritime sources told the Cyprus Mail the jack-up rig had been working on a well off the Turkish coast, but at some point the contract was cancelled.

GSP Offshore, the Romanian owning company, subsequently decided that the rig required maintenance and survey inspection and selected Limassol port. The rig left Alexandretta on Tuesday. It is being towed and is expected to reach Cypriot waters on Saturday. A Cyprus-based company has got the service contract at Limassol harbour. A towing ship operated by the same company will rendezvous with the rig once the latter reaches Cypriot territorial waters. On arrival at Limassol, the rig will remain there for two to three months. The shallow-water rig can drill at a depth of up to 90m.

"A lot of fuss and confusion has been generated over nothing," sources close to the company said. Source : Cyprus-mail

Twelve Somalis Acquitted of Piracy in Mauritius

Twelve Somali men tried for piracy were acquitted Thursday in Mauritius for lack of evidence, court officials said. "The prosecution did not provide enough evidence to prove the guilt of the accused," magistrate Wendy Rangan said, ending a year-long trial that began in October 2013. The 12 men, aged between 20 and 45, were accused of attacking the Panamanian-flagged container ship MSC Jasmine in the Indian Ocean in January 2013, before being captured by European naval forces and transferred to Mauritius for trial.

Pirate attacks off Somalia have been slashed in recent years, with international fleets patrolling the Gulf of Aden and Indian Ocean, as well as armed guards being posted aboard many vessels. Foreign navies who capture suspected pirates have handed over hundreds to regional nations including Mauritius, as well as to Kenya, Seychelles and Tanzania. Although Mauritius has not been directly affected by Somali piracy, the Indian Ocean island nation has feared for its maritime trade as well as the many luxury cruises that feed its economy. At their peak in January 2011, Somali pirates held 736 hostages and 32 boats, some onshore and others on their vessels. Today, pirates hold at least 30 hostages but no major ships. **Source : Naharnet**

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NAVY NEWS

USS Harry S. Truman enters Norfolk Naval Shipyard



The aircraft carrier **USS HARRY S. TRUMAN** was guided up the Elizabeth River and into Norfolk Naval Shipyard (NNSY) on Wednesday to begin maintenance work during its carrier incremental availability. The Portsmouth-based Coast Guard Cutter **SEA HORSE** and Coast Guard response boat crews from Portsmouth and Little Creek provided the escort of the carrier during the transit.

Truman commanding officer Capt. Bob Roth expressed pride in the work Truman Sailors completed while preparing to begin the maintenance availability at NNSY in a release from the Navy. "I'm very pleased with our preparations and am confident we will meet any challenges that lay ahead with utmost determination and professionalism," said Roth. "This crew's dedication and passion to serve is incredible. We will continue with the spirit of ownership that led to our success on deployment and know that it will ensure our success here at NNSY." The transition to NNSY will be a stark change in working and living environments for Truman Sailors, many of whom will experience life in the shipyard for the first time. Command Master Chief Raymond Kemp stressed teamwork and professionalism will be keys to Truman's success.

"A successful yard period will take close cooperation between the crew and NNSY workers," he said. "With dignity and respect as our foundation for our working relationships and the material condition of the ship, I am confident that we can successfully complete this carrier incremental availability." Roth shared Kemp's sentiments and is fully confident in the crew's ability to complete a successful availability in a demanding environment. "There will certainly be new hurdles, but our attitude and determination will guide us to success," he said. "NNSY may be a new environment for many of our Sailors, but this crew achieves great things no matter what the environment and no matter what the mission." **Source : WTKR**

Portugal navy escorts Russian ship away from coast

A Portuguese navy ship has escorted a Russian oceanic research vessel away from Portugal's maritime economic zone. The incident happened early on Wednesday, Portugal's defence minister said. The Russian ship was in international waters, more than 12 nautical miles (22km) from the coast. Jose Pedro Aguiar-Branco was speaking in Lithuania, where Portugal is leading a Nato air patrol mission.

Nato says Russia has intensified military flights in international airspace close to Nato member states' borders. A pair of Russian Tu-95 Bear bombers flew all the way to Portugal - in international airspace - before heading back to northern Russia. Source : BBC News

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Chinese naval taskforce docks at Djibouti for replenishment



The amphibious dock landing ship "Changbaishan" of the 18th escort taskforce of the Chinese People's Liberation Army Navy (PLAN) is docking at the Port of Djibouti for the third round of in-port rest and replenishment. (People's Daily/Sun Haichao)

The amphibious dock landing ship "Changbaishan" of the 18th escort taskforce of the Chinese People's Liberation Army Navy (PLAN) that just completed the 778th escort mission docked at the Port of Djibouti on November 3, 2014,

local time, for a five-day-long in-port rest and replenishment. This is the third round of in-port rest and replenishment for the 18th Chinese naval escort taskforce since it set sail on August 1 this year.

As the amphibious dock landing ship "Changbaishan" sailed into the Port of Djibouti at 09:00 on November 3, Fu Huaqiang, Chinese ambassador to Djibouti, welcomed it with the embassy staff and representatives of Chinese enterprises, and boarded the "Changbaishan" ship for visit and held talks with the naval officers and men. So far the 18th Chinese naval escort taskforce has completed 29 batches of escort missions, escorted 77 Chinese and foreign

ships, provided special escort for 10 Chinese merchant ships in seven batches, and successfully driven away a number of suspicious skiffs, ensuring the safety of the escorted ships as well as itself. To ensure the continuous and uninterrupted implementation of escort tasks, the "Yuncheng" and "Chaohu" warships of the escort taskforce will undertake the escort mission in the Gulf of Aden during the "Changbaishan" ship's in-port rest and replenishment.

Source : ECNS

Keel Authenticated on Ingalls-built National Security Cutter Munro

Huntington Ingalls Industries' Ingalls Shipbuilding division authenticated the keel of the sixth U.S. Coast Guard National Security Cutter, **Munro (WMSL 755)**. "At this stage of construction, the NSC 6 is more complete and has better cost performance than any previous NSC," said Ingalls Shipbuilding President Brian Cuccias. "Working together, the Ingalls and Coast Guard team continues to identify opportunities to improve our performance and provide our customer with the highest-quality ship at the lowest possible cost. We are excited to be building Munro, and we're ready to work with our friends in the Coast Guard to build more cutters when they are ready." The ship is named to honor Coast Guard Signalman First Class Douglas A. Munro. Munro died heroically on Sept. 27, 1942, on Guadalcanal. Having volunteered to evacuate a detachment of Marines who were facing annihilation by a large and unanticipated enemy force, he succeeded in safely extricating them and in doing so was mortally wounded.

For his heroic and selfless actions in the completion of this rescue mission, **Munro** was posthumously awarded the Medal of Honor. He is the Coast Guard's sole recipient of the award. "Courage is a foundational element of the Coast Guard, and there is no better example of courage than Douglas Munro," said Capt. James Hurley, commanding officer, Project Resident Office, Gulf Coast, who also read Munro's Medal of Honor citation in its entirety. "The entire Coast Guard team is appreciative for the hard work and dedication of the men and women of Ingalls Shipbuilding. The Coast Guard and the nation depend on your skills to provide the ships we use to complete our many missions around the world. Thank you for your consistent improvement efforts on the NSC program. You have become better with each successive cutter."

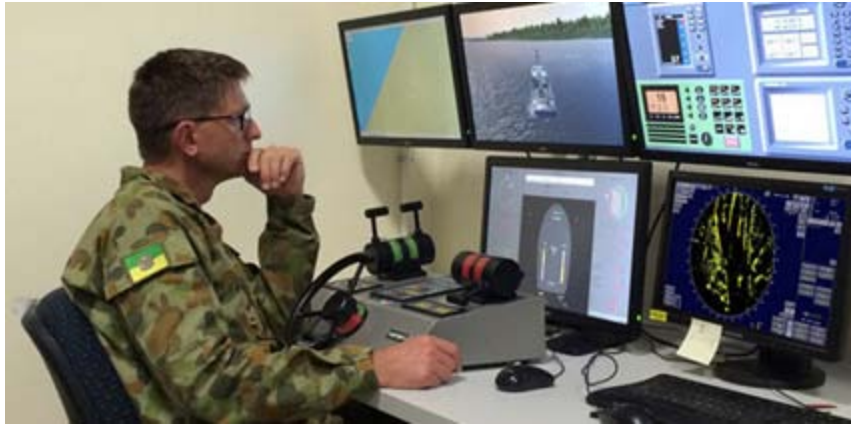
Representing Julie Sheehan, Munro's great-niece and the ship's sponsor, Cuccias said the keel of Munro was "truly and fairly laid." Sheehan's initials were welded onto a keel plate by Ingalls structural welder Roderick P. Funches. Ingalls has delivered four NSCs, and three more are currently under construction. In addition to Munro, the fifth NSC, James (WMSL 754) will deliver in 2015, and the seventh NSC, Kimball (WMSL 756), is scheduled to start fabrication in early 2015. Legend-class NSCs are the flagships of the Coast Guard's cutter fleet. Designed to replace the 378-foot Hamilton-class High-Endurance Cutters that entered service during the 1960s, they are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120. NSCs are capable of meeting all maritime security mission needs required of the High-Endurance Cutter. They include an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary-wing aircraft. The Legend class is the largest and most technologically advanced class of cutter in the Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. NSCs play an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater. Huntington Ingalls Industries designs, builds and manages the life-cycle of the most complex nuclear and conventionally-powered ships for the U.S. Navy and Coast Guard. For more than a century, HII's Newport News and Ingalls shipbuilding divisions in Virginia and Mississippi have built more ships in more ship classes than any other U.S. naval shipbuilder. HII also provides engineering and project management services expertise to the commercial energy industry, the Department of Energy and other government customers. Headquartered in Newport News, Virginia, HII employs more than 39,000 people operating both domestically and internationally.

Australian Army purchases VSTEP maritime simulator classroom

The maritime wing of the Australian Army purchased and installed a **VSTEP simulator classroom** at its Townsville base in Queensland. The maritime simulators are used for landing craft operations and navigation training. The simulator purchase was made following an enquiry from the Australian Defence Force (ADF) and Bohemia Interactive Simulations, a global software company providing simulation training solutions for military and civilian organizations.

As a developer of certified maritime simulators, VSTEP was approached by the ADF to supply an advanced maritime simulator classroom for the Australian Army at the Townsville base.

The maritime simulator classroom delivered by VSTEP includes 12 **NAUTIS Desktop Trainers** and 2 **NAUTIS Instructor Stations**. The simulators use the **NAUTIS Naval Task Force software module**, a training module



specifically designed to meet the training requirements of the military. NAUTIS Naval Task Force includes tactical communications, landing craft operations, replenishment at sea and anti-piracy training. To maximize familiarization during training, VSTEP has also modelled and integrated the Townsville base and surrounding waterways into the NAUTIS simulators. **Joost van Ree**, VSTEP Sales Director: "Supplying the Australian Army with maritime simulators to realize its high end simulator classroom and fulfil its training objectives was a priority for us. The VSTEP Simulators provide the Australian

Army with a very effective training tool for naval and landing craft operations due to their integrated Naval Task Force module."The Australian Army contract is the latest in a row of military simulator contracts for VSTEP. Earlier this year, VSTEP won the contract to provide maritime simulators to the Mexican Navy.

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Fire Breaks Out Aboard 'Unlucky' Russian Anti-Submarine Ship

The Kerch warship had suffered a series of mishaps during its decades in service.



A fire broke out aboard an "unlucky" Russian anti-submarine ship that was moored for repairs in the docks of Sevastopol, a news report said.

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The fire aboard the **KERCH** warship was "localized" within an hour and nobody was injured in the incident

Tuesday, a navy spokesperson said, Interfax reported. The **KERCH** had suffered a series of mishaps during its decades in service, the report said, adding that the ship had an "unlucky" reputation among Black Sea Fleet sailors. A fire broke out in the officers' canteen aboard the **KERCH** when the ship was undergoing upgrades in 1988, and the flames raged for 25 minutes before they were noticed, the report said. Nobody was injured and the ship was restored, Interfax reported. In 1993, the **KERCH** rammed into a concrete wall at port and severely damaged its hull, the report said. The warship has been moored in Sevastopol, Russia's Black Sea Fleet base, since June for its latest round of repairs, which are expected to be completed by the end of next year, according to Interfax. The **KERCH** is then

expected to take over as the Black Sea Fleet's flagship, replacing the **MOSKVA** missile cruiser, the report said. Source : The Moscow Times

SHIPYARD NEWS



Boskalis TSHD **QUEEN OF THE NETHERLANDS** moored at Jurong shipyard in Singapore
Photo : Danny Plug ©

DSME Feels Yamal Project Delay Pains

Daewoo Shipbuilding and Marine Engineering (DSME) is having trouble with the Yamal Project, which was promoted extensively as the greatest single order in the company's history. Last month, the Yamal Project contract was signed, despite the slow progress and the domestic and overseas situations. The delay was due to continued disputes between Russia and the Ukraine. Also, Russian gas producer Novatek and the DSME have been wary of the Russian government, as President Putin pushed for the company to place its shipbuilding orders with a local Russian shipbuilder.

Because of this, the Yamal Project has been delayed for more than six months. It was supposed to be completed last May, but there are currently five orders left out of the original 15. According to the DSME on Nov. 4, they signed a contract to reserve about 15 icebreaking LNG ships for the Yamal Project with Novatek last July. After that, the DSME signed the first order contract with Sovcomflot for one icebreaking LNG ship out of six, which is worth slightly over US\$317 million (333.8 billion won). In July, they also signed an order contract with Canadian Teekay for six ships and Japanese Molsa for three ships. Altogether, order contracts for 10 ships have been completed, leaving five ship orders left for Sovcomflot. Source : [businesskorea](#)

Shearman & Sterling Advises Namura Shipbuilding in Acquisition of Sasebo Heavy Industries

Shearman & Sterling advised **Namura Shipbuilding Co., Ltd.** in its completed acquisition of **Sasebo Heavy Industries Co., Ltd.** in a transaction valued at \$234 million. **Sasebo Heavy Industries Co., Ltd.** was established in 1946, with its main center of operations located in the former Sasebo Naval Base. Since that date, the company has expanded its workshops and shipyards to become a well-coordinated heavy industry company with four main divisions comprised of Shipbuilding, Ship-repairing, Machinery and Steel Structures.

Namura Shipbuilding Co., Ltd. is a manufacturer of cargo vessels, tankers, and steel structures such as bridges and floodgates. The Company also leases, repairs, and provides maintenance services. As a group, Namura Shipbuilding operates a variety of businesses including software development, information systems sales, precision coil manufacturing, and catering and security services. The **Shearman & Sterling** team included partner **Masahisa Ikeda** and associates **Naomi King** and **Yuko Ohba**.

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The **EVER LEGION** departing from Rotterdam Amazon harbor – Photo : Paul Borsboom ©

OW Bunker files for restructuring following fraud allegation at Singapore subsidiary

Danish company **OW Bunker** on Thursday (Nov 6) filed for commencement of in-court restructuring procedure for two of its subsidiaries after talks with banks failed. It had earlier announced investigations of an alleged fraud by senior employees at its Singapore-based subsidiary Dynamic Oil Trading (DOT), which may result in a potential loss of around US\$125 million (S\$162 million), was underway. "The purpose of the in-court restructuring procedure is to establish an overview of whether a basis for continued operations of the companies can be established, including a basis for injecting further capital or other similar solution," the company stated on its website.

"For the time being, the financial impact cannot be assessed, however, it must be assumed that the group's equity is lost." It added that the restructuring procedure is aimed at debtors which are insolvent, but where there is a chance that all or part of the debtor's business may be able to continue operations after the completion of a restructuring.

FRAUD INVESTIGATION UNDERWAY

The company had on Wednesday said in a statement on the Nasdaq exchange that it was investigating possible fraud at its Singapore-based subsidiary Dynamic Oil Trading. "The case is under investigation. The extent of the fraud is not yet clear, but preliminary findings suggest a potential loss of around US\$125 million," **OW Bunker** said. The Danish firm also said it faces mark-to-market losses of around US\$150 million following a review of its risk management contracts. It did not say whether these problems involved the Singapore subsidiary. These problems have affected the company's operations and credit facilities, and the firm is currently in discussions with the banks.

Bunkering is the process of supplying fuels to ships for their own use. Singapore is the world's largest bunkering port, although volumes have been stagnant in recent years. Mr Yaw Yan Chong, Director (Asia) at Thomson Reuters Oil Research & Forecast, said OW Bunker's subsidiary, OW Bunker Far East (Singapore), is one of the larger suppliers of bunker in Singapore, and the problems faced by its parent company could cause short-term supply disruptions. "Companies like OW stand between big suppliers like Glencore, Exxon or Shell on one side and smaller ship owners and barge operators on the other, bridging the credit gap between the two," Mr Yaw said. "If they are no longer able to perform on their contractual commitments, there will certainly be some short-term supply disruptions globally, particularly in Singapore - the world's largest bunkering hub."

OW Bunker Far East was the 13th-largest bunker supplier in Singapore last year, according to **Maritime and Port Authority of Singapore (MPA)** data. **DOT** and **OW Bunker Far East** did not respond to questions sent by Channel NewsAsia. **Source : Channel News Asia**

Greek shipowners' newbuilding orderbook hits \$27bn

By David Glass from Athens

On 10 October 2014 the Greek newbuilding orderbook stood at some 537 ships of 48.2m dwt. By 1 November, the confirmed orderbook had grown by 14 ships and 1.2m dwt, according to Naftiliaki's most recent research of the Greek shipping's newbuilding programme. Athens-based Naftiliaki puts a conservative estimate on the investment tied to these newbuilding projects at \$27bn. Bulk carriers and tankers dominate the book, but the growing interest in a wider variety of ships types, including gas carriers, container ships, offshore supply vessels and drilling rigs, makes the orderbook an extremely interesting one.

With its vast domestic ferry network of over 300 passenger carrying ships, many of them over 20 years of age, one surprise is the fact that not one passenger ship has been ordered for more than four years, underlining perhaps the struggle ro-pax operators are facing as Greece battles recession. However, this aside, authors of the research say the lull in ordering over the summer and early autumn appears at an end, with a number of other multi-ship orders either in the wings or promised as Greek owners continue to talk about upgrading their fleets. With a rush of ordering in the first two quarters of the year the orderbook began to grow from the 390 ships of just on 32m dwt on order at October 2013. With ships being delivered at the rate of over two a week over the past four years, the current orderbook is far short of the one in October 2010.

The 94 entities building ships in the 2014 survey is down considerably on 2010 when 127 companies were shipyard customers with projects involving a total of 690 ships of 62.18m dwt. Like now in 2010 bulkers and tankers topped the ordering. This time's 129 tankers / 15.9m dwt compares with 148 / 20.3m dwt in 2010, and the 254 bulkers / 24.5m dwt compares to 450 of 38.4m dwt four year ago. Advancement into the container and gas transportation sectors is gathering pace and both sectors the 2014 orderbook are well up on four years ago. Naftiliaki's 2014 survey reveals 49 containerships (3.27m dwt) are on order, for eight companies. Ships range in size from 13,000 dwt feeder vessels up to Costamare Shipping's five of 132,000 dwt. At the same time in 2010, seven companies had 32 boxships on order of 2.32m dwt.

In recent months three US-listed owners, not until now active in container shipping, have revealed plans for growth in the area. Evangelos Marinakis-led Capital Maritime has post-panamax containerships on order. Three of these are bound for Nasdaq-listed spin-off Capital Product Partners, which will pay \$81.5m each for the 9,160teu eco-flex ships that have 60-month charters attached to France's CMA CGM at \$39,250 a day when delivered by Daewoo Mangalia, Romania, next year, a big boost for cashflow.

In addition to NYSE-listed Costamare, Nasdaq-listed Paragon Shipping has four 21,700dwt units on order in China and NYSE-listed dry bulk operator Diana Shipping is another to target investments in the container sector along with its continuing shopping for bulkers. Private companies such as Evalend Shipping, Enesel and the Star Bulk / Oceanbulk / Oaktree Capital union have also made a splash with their first container ship investments.

Like others, Greeks have got the sniff for gas. Some 59 LPG carriers and 34 LNG carriers on order, around 23% and 43% of the respective orderbooks. In 2010 there were 17 LPGs and no LNGs on order for Greek interests. Now 12 companies have inked gas carriers, half of them supported by funding raised in the capital market, among them, newcomer Dorian Hellas, which has 17 ships for delivery over 12 months from next January.

Replying to a question put at a Poten & Partners hosted discussion in New York early October regarding “speculative ordering’ in the LNG sector, Dynagas’ George Procopiou, explained: “It’s not a problem... we’ve entered a golden age of gas.” Peter Livanos, from GasLog, at the same panel talked about the huge macro growth outlook, and noted an absence of risk “when you are adding to an existing and competent platform”. At the other end of the gas market, the Harry Vafias-led StealthGas confirms having 19 LPG carriers on order at four Japanese and two South Korean yards. Fifteen of the ships fit into StealthGas’s niche market ranging in size from 3,650dwt to 6,400dwt, while four of 26,000dwt to roll out of South Korea’s Hyundai Mipo first half of 2017 take the Athens-based, Nasdaq-listed operator, into a new market segment. **Source : Seatrade-Global**

.... PHOTO OF THE DAY



view from above of Lee towage tug **ALEX** seen while assisting bulk carrier **PETRA** berthing at Ringaskiddy Cork recently. **Photo : Aidan Fleming ©**

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