

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – 341



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Keppel-Smit Towage in Singapore last Thursday named officially their latest fleet additions the 70 ton bollard pull [KST PASSION](#) and [KST PRIDE](#)

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CMA CGM ALEXANDER VON HUMBOLDT leaving Port of Hamburg at the morning of 5th december 2014"
Photo : Jörg Heuckerth ©

KST PASSION AND KST PRIDE NAMED IN SINGAPORE

The 33 mtr and 12,2 mtr width ASD tugs KST PASSION and KST PRIDE are recently delivered to their owner, Keppel-Smit Towage Pte. Ltd of Singapore. These two vessels are the first in the new Ramparts 3300AV series of tug designs by Robert Allan Ltd., and were constructed at the AVIC Zhenjiang Shipyard Marine Pte Ltd., Singapore at its facilities in China. Many people in Singapore started their Thursday in the midst of a thunderstorm as heavy rain fell on many parts of the country. The National Environment Agency first issued a warning on heavy rain in the Southern, Western and Central areas on its Twitter page at about 7am. It updated its page about an hour later to say that that moderate to heavy thundery showers with gusty wind were expected to continue in many parts of Singapore until 1pm.



This morning was also chosen to christen the 2 new tugs, the guests arrived in the erected tent on the quayside at the Boskalis/Smit/Dockwise office at Gulroad when everybody was seated both tugs arrived in the Gul Basin and showed their capabilities for the audience.



On trials, both vessels met or exceeded all performance expectations, with KST



PRIDE producing an average ahead bollard pull of 71.5 tonnes and achieving a maximum speed of 14 knots. These vessels have been outfitted to high standards for a normal operating crew of ten. The Master's cabin, Chief Engineer's cabin and a double crew cabin are located on the main deck, and three double crew cabins are located on the lower accommodation deck. Also included



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at that lower level are the galley stores, laundry and common W/C. The deck machinery includes an electric hydraulic powered escort-rated ship assist hawser winch on the bow, and a towing winch on the aft deck. Open aft bulwarks and a heavy duty aft staple with tow hook are installed on the aft deck to facilitate towing operations. A capstan is also fitted on the aft deck to assist with line handling operations. The wheelhouse is designed for maximum all-round visibility with a forward control station providing maximum visibility to forward and aft deck working areas. Main propulsion for each tug comprises a pair of **CAT 3516C diesel engines**, each rated 2,000 kW at 1600 rpm, and each driving a **Rolls-Royce, US255** fixed pitch Z-drive unit in ASD configuration. The electrical plant comprises two (2) identical diesel gen-sets, each with a power output of 120ekW.



The **KST PASSION** was named by **Mrs van Steijn**, spouse of **Mr Pieter van Steijn** Managing Director of KST and



the **KST PRIDE** was named by **Mrs Wong**, spouse of **Mr Jerry Wong** the general manager of KST

*Established in 1991, **Keppel Smit Towage** is a joint venture between **Keppel Shipyard** and **Smit Singapore**. **Keppel Smit Towage** merged operationally with **Maju Maritime** in early 2000. The two companies have a combined fleet of **57 vessels**, which range from 1,600 to 5,600 bhp.*

*Supporting the port and offshore and marine industries in the Asia Pacific region, **Keppel Smit Towage** and **Maju Maritime** strive for quality, safety and customer satisfaction of the highest levels.*





Ship-handling fenders at the bow consist of one row of 800 x 400 cylindrical fender at the main deck level, with 300 mm W fenders between the



main deck and the knuckle. A 300 x 300 hollow "D" fender provides protection at the main and foc'sle deck sheer lines, and [300 mm "W" block type fendering is fitted at the stern](#). For more information on the [KST PASSION](#) or [KST PRIDE](#) or any of the [Ramparts 3300AV Class tugs](#), or on any other vessel designs developed by [Robert Allan Ltd.](#), please contact [Robert Allan](#) via design@ral.ca All photo's : Piet Sinke © [CLICK on the photo's or hyperinks !](#)



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Ferry "too big"



The flagship ferry to South Africa's infamous Robben Island is too big to fit safely over a rocky outcrop inside the harbour. South African media said this was the conclusion from an underwater survey by the Council for Geoscience.

The \$2.3m **Sikhululekile** has been sidelined for almost a year due to damage, causing major tourist bottlenecks at the island where Nelson Mandela was imprisoned.



Ferries moored at Robben Island - photo's top : Piet Sinke ©

"It was disturbing that the damage to **Sikhululekile** tended to happen during the time of the year when the tide was low," said Robben Island Museum CEO Sibongiseni Mkhize. "We suspected that the damage was caused by the rocks. The study by the Council of Geoscience demonstrates that **Sikhululekile's** draft is too deep, particularly during low tide " he said



Left :
the **SIKHULULEKILE** –
Photo : Aad Noorland ©

A new tender for two ferries has specified a shallow-water capability. The ferry, plus two older vessels, will now be sold. Source : Tradewinds

CMA CGM: Shipping Alliances to Continue

A synergy of fierce competition and high prices for new container ships has bred a culture of consolidation in the shipping industry that is likely to continue, according to Farid Salem, a senior executive of French liner CMA CGM. CMA CGM, the world's third largest shipping liner, recently created the O3 alliance with China Shipping Container Lines and United Arab Shipping Co in a move designed to share vessels and port calls in order to slash expenditure. O3 is expected become operational by January, 2015 pending official authorisation. Shipping alliances have become an industry trend, with the world's largest liner Maersk Line planning an alliance with the world's second-largest, Mediterranean Shipping Co, known as '2M'. Farid Salem is quoted in the Wall Street Journal as stating: "On the main trades between Asia and Europe (and) Asia and the US, there will be more consolidation, as these loops will increasingly be serviced by very large vessels that can carry up to 20,000 containers. "There will be excess capacity overall (in the short term) and this could mitigate any extra trade volumes, so we will continue to play yo-yo with the freight rates. We don't see a clear recovery in rates next year."In the past, (down) cycles used to last three years, but now it is more like five years." **Source : porttechnology**



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

CKYHE joins other major alliances with US green light as 2M unveils schedules

By Gavin van Marle and Mike Wackett

As the **CKYHE alliance** gets the green light from US regulators to operate as an alliance on North America routes, and the 2M pairing of Maersk and MSC publishes its 2015 schedules, price continues to trump reliability as shippers' top priority. Speaking on an American Shipper webinar yesterday, Drewry Supply Chain Advisers director Philip Damas said that while many shippers claimed to choose their carriers on the key metrics of the cost of freight rates and schedule reliability, "they don't really focus on the latter for their procurement decisions". He added that many shippers don't factor-in the overall cost of poor schedule reliability to their supply chain. "Many shippers are not at the level of maturity and sophistication to measure the trade-off between cheaper freight rates and reliability," he said. Part of the problem revolved around the way schedule reliability was actually measured, he conceded.

"A big portion of so-called liner service delays are because what was announced was wrong in the first place – shipping lines would do better to publish their operational schedules rather than the pro forma schedules, and I think that we will see improvements in how carriers publish their schedules and the integration of schedules in a single alliance," he said. In the case of the 2M alliance, he said that one shipper planned to book its cargo though MSC, expecting better freight rates, but to place it on Maersk vessels, which have a reputation for higher levels of reliability.

Mr Damas's comments coincided with the publication of the 2M east-west schedule, comprising 22 services operating 193 vessels with a total capacity of 2.4m teu and covering 77 ports on the Asia-North Europe, Asia-Mediterranean, transpacific and transatlantic trades. His point about the way the partners conceive the service offerings differently was immediately apparent – with Maersk retaining its standard AE prefix for Asia-Europe service, TP prefix for transpacific services and so on; while MSC has kept its habit of giving its services proper nouns – Eagle, Silk, Dragon, Shogun etc.

In addition, while Maersk lists six Asia-North Europe services and five Asia-med services, MSC lists six Asia-North Europe services and six Asia-Med services, principally because one of the joint Asia-North Europe services – Maersk's AE9 service and MSC's Condor service – because it also includes a number of Med calls on its way to Northern Europe, although these are not mentioned on the Maersk port rotation. In terms of port winners, the Malaysian transshipment hub of Tanjung Pelepas will see a consolidation of Asia-North Europe cargo, while Singapore will act as the hub for Asia-Med and transpacific traffic. In North Europe, the new German facility at Wilhelmshaven has won two weekly calls; Bremerhaven appears to have become the pre-eminent North European hub in the network with five weekly calls; while its nearby rival Hamburg will see just one. Rotterdam and Felixstowe will both receive four weekly calls, although

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the Dutch hub will have an additional eastbound call; Antwerp, where MSC is building new hub outside the lock gates, will have three calls a week, and a new UK call has been added at Southampton.

The partners will offer five joint services on the transatlantic, with three between North Europe and North America, and two between the Mediterranean and North America, while both will continue to offer bespoke transatlantic services that remain outside the scope of the partnership – with MSC continuing to serve Boston and Philadelphia from North Europe, and Maersk continuing a service into the Canadian ports of Halifax and Montreal. There will be four joint transpacific services and two Asia-US east coast service routed via Suez, meaning there will be no service via Panama. Meanwhile, the Federal Maritime Commission has cleared the CKYHE alliance to operate in the US, without the need for a further 45-day review period, after it amended two clauses in its agreement relating to the procurement of services and the exchange of information.

Commissioner William Doyle had previously expressed concerns over the wording of the two clauses which appeared to give the CKYHE the right to negotiate as one with ports, agencies and other service providers, and to jointly compile and exchange commercially sensitive data. During meetings with the FMC, made at the request of Commissioner Doyle, the members satisfied the government agency that it would not abuse its “buying power” with third-party suppliers and had its amended clause accepted in this respect. Nonetheless, it is surprising that the FMC has still allowed the CKYHE to procure services as one given that this was specifically struck out of the 2M agreement. However, Commissioner Doyle explained that the FMC “will be specifically monitoring their [CKYHE] interactions and activities related to suppliers and other third-parties”. And, in the second clause that caused the FMC concern, the ability of the CKYHE to exchange commercial information has been restricted to “operational matters” only. The FMC also cleared the Ocean Three alliance of CMA CGM, UASC and CSCL after it cleared its “low market threshold parameter”. So with yesterday’s approval of the CKYHE, the US regulator has now cleared all four major east-west alliances to operate in US waters. **Source : The Loadstar**



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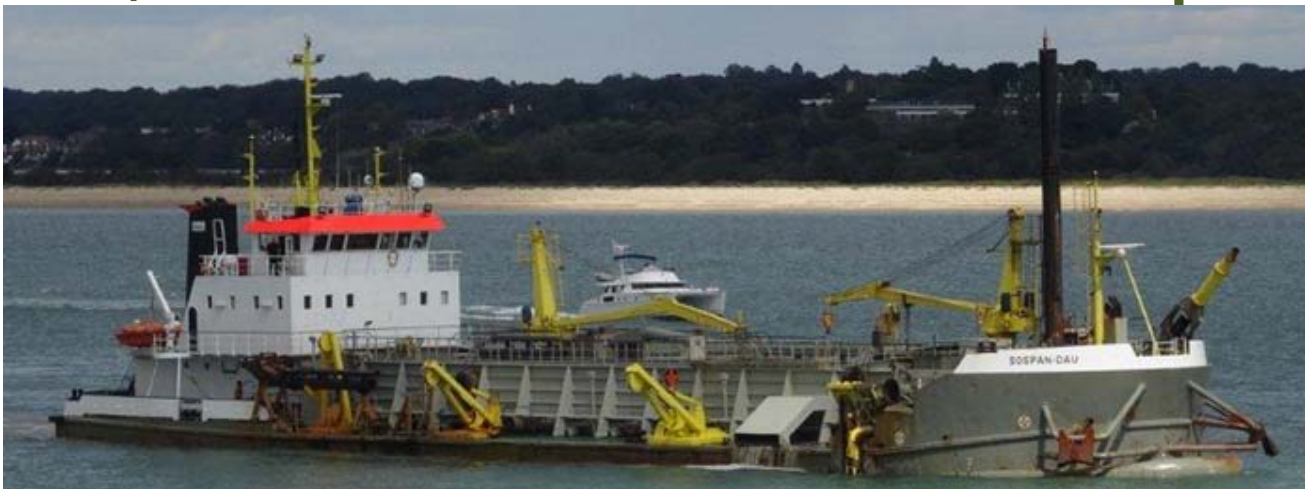


The **KAZDANGA** leaving the IJmuiden locks enroute Amsterdam **Photo : Simon Wolf ©**

MMEA seizes tugboat, barge in Labuan over violation of shipping ordinance

LABUAN: The Malaysian Maritime Enforcement Agency (MMEA) seized a tugboat and barge for violating the Merchant Shipping Ordinance 1952 in the waters off Labuan on Dec 3. Two skippers and 12 crew members, some of them Indonesia nationals, were set free after being compounded. MMEA (Labuan) chief enforcement officer Maritime Captain Che Adnan Md Isa said the skippers and crew members had committed offences under the ordinance. The offences involved a failure to display competency certificate, and the barge bearing fading registration number, he said. **Source** : Bernama

Dredger Starts Work to Remove 100,000m³ of Sand in Rosslare Europort



The **SOSPAN DAU** working in Southampton Channel. **Photo : Han Polderman ©**

Sospan Dau a Dutch dredger has recently started work in Rosslare Europort where as previously reported, sand of around 100,000m³ is to be removed from the breakwater, writes Jehan Ashmore. The harbour's port authority in Rosslare Europort, Iarnród Éireann was allocated funding of €1.4m to contract out the works and is to take some three weeks to complete. Previous sand accumulation at the breakwater has normally been just 11,000m³. The 1978 built Sospan Dau is transferring the dredged sand to an area just outside the low-water off Rosslare Strand. The sand is understood to be expected to be naturally carried ashore and replenish the beach. The accumulated sand built up at the Wexford port arose due to severe storms within a fortnight during January and February. A buoy was positioned to mark off this restricted area, for photo click here. Accompanying the 1,546 tonnes trailing suction hopper dredger is the Irish flagged workboat tug Trojan which has carried out many projects among them the construction of the new Kilronan Harbour on Inishmore, Aran Islands **source** : afloat



03-12-2014 : The **EAGLE ANAHEIM** outbound from Geelong Refinery – **Photo : Bill Barber ©**



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05-12-2014 : The **ELVIA** arriving on the Tees Photo : Derrick Johnson ©

Ghanaian minister worried about threat to the maritime and shipping industry -G7

Ms Hannah Serwa Tetteh, Minister of Foreign Affairs on Wednesday expressed concern about the threats to the maritime and shipping industry in the Gulf of Guinea over the last five years. She said: "progressively there is a growing concern about the threats posed by piracy, armed robbery at sea, narcotics trafficking and illegal unreported and undocumented fishing within the gulf of Guinea as has been highlighted by various reports including the United Nations integrated strategy for the Sahel."

Ms Tetteh said the increased incidence of the aforementioned criminal activities along the countries of the Gulf, with almost half of the reported incidence occurring off the coast of Nigeria and Cameroon and their gradual spread to other countries of the West African sub-region is extremely alarming. Ms Tetteh said this when she opened the second meeting of the G7 friends of the Gulf of Guinea group in Accra, a follow up to an earlier one held in September 2014.

The meeting attracted participants from about 69 countries to forge a collaborative effort and adopt code of conduct for the fight against piracy in the region.

Following an initiative of Benin, Nigeria and Togo, the United Nations Security Council adopted resolutions 2018 (2011) and 2039 (2013) encouraging regional states to shoulder responsibility for securing their coast and to jointly define a comprehensive regional strategy. In December 2013 a Security Council meeting on drug trafficking and transnational organised crime in West Africa recalled the importance of maritime security in combating the problems and called on regional states to strengthen cooperation mechanisms particularly in the police and judicial fields. Ms Tetteh said the security of the Gulf of Guinea being an area that included the territorial waters and exclusive economic zones of the number of West and Central African countries states require effective mechanisms for collaboration, cooperative and intelligence sharing to fully address the critical situation. Ms Tetteh said the second meeting was an indication of the importance the group and the countries that are located along the coast of the Gulf of Guinea attach to issues of maritime safety along the Gulf of Guinea. She said until recently when piracy was mentioned the firstly area that came

to mind in Africa was the Somali pirates operating in the Indian Ocean or the Gulf of Aden, hijacking vessels and holding their crew for ransom.

“Sadly however while the situation in the Indian ocean seems to be showing positive, hotspots for piracy and armed robbery linked to illegal fishing, oil bunkering and trafficking in arms and narcotics were recorded.”The situation appears to be gaining grounds in the region where the high-value assets like oil reserves and metals that pirates target are produced in our region”.

Ms Tetteh said a UN report showed that in February 2012 piracy had resulted in a current annual loss of two billion - dollar revenue to West African economies and the number of ships docked at Cotonou, Benin had declined by 70 per cent as a result of the attacks.The Minister said “it is estimated that 70 per cent of Africa’s oil production is concentrated in the West African Coast of Gulf of Guinea, adding that oil production of the Persian Gulf nations by 2020 and the growing investments in the region give clear indication of assured increase in coastal trading and maritime traffic in the region”.“As countries such as Liberia, Sierra Leone and Ghana discover large quantities of off-shore oil resources, attacks on oil rigs and commercial vessels by pirates are likely to increase if the territorial waters are not vigorously and effectively policed by West African naval forces,” she said.She said individual countries in the region are making efforts at bolstering the capacity of their national naval forces.Mrs Veronique Roger-Lacan, Ambassador and Special Representative for the fight against maritime piracy said the code of conduct has been adopted and needed to be implemented so that the collaboration would work to increase security in the region.

Source : GNA / Spyghana

Owners lose \$91m in hire if Black Sea pipeline fails

Surprise words this week from Vladimir Putin have suddenly endangered up to 3,500 firm charter days for 12 offshore vessels as top owners await the fate of contracts Twelve offshore support vessels (OSVs) belonging to four prominent shipowners — including John Fredriksen and AP Moller-Maersk — are in danger of losing potentially \$91m-worth of firm charter hire on the high-profile South Stream pipeline project in the Black Sea.



The **MAERSK TRACER** – Photo : Skyphotomaassluis ©

The possible termination of the 12 firm charters in the region comes hot on the heels of cancellations this week for nine expensive OSVs on a key Russian project in the Kara Sea Brokers believe at least 14 or more of these 21 ships will be forced to enter the struggling North Sea market, which is already under heavy pressure with low utilisation and bottom-of-the-barrel day rates.

The Black Sea work relates to Russian state-owned Gazprom’s South Stream pipeline project, which has previously been estimated to have a project cost of around \$50bn.Gazprom has a 50% share in the offshore section and Italy’s Eni 20%, while France’s EdF and Germany’s Wintershall hold 15% each. Global media is treating the project as dead and buried but some offshore owners, brokers and analysts are not so sure.The possible termination comes as a true surprise to the market and, as TradeWinds went to press, it had still not been confirmed by major subsea contractor

Saipem of Italy, which holds the 12 vessels' charters. The shock was triggered by comments from Russian president Vladimir Putin during a visit to Turkey this week. "We believe that in the current conditions, Russia cannot continue with the realisation of this project," said Putin, as quoted by the BBC. He blamed opposition from the European Union (EU) and lack of permission from Bulgaria, although some Russian media say Gazprom can no longer afford the project. Gazprom chairman Alexei Miller was more directly to the point, as he declared that "the project is closed".

Shortly after these comments, Saipem's share price fell about 8% and it released a statement saying it had received no official notice of termination and that it will carry out operations until it does. The four OSV owners tied to the project are Oslo-listed Deep Sea Supply and Solstad Offshore, Denmark's Maersk Supply Service and UK-based Sealion Shipping, which is part of Greek-backed Toisa.

"At the moment, we don't have a clear view on what will happen. To be totally frank, it's a wait-and-see game right now. We are still waiting for feedback from our client," said a senior executive from one of the four owners, speaking on condition of anonymity. One offshore equity analyst said the potential loss of charters "highlights the risk associated with these exotic projects". He stresses that it is important to emphasise that charters have not been officially cancelled. One offshore broker said: "This is another potential hammer blow for the Russian sector and the North Sea market." About 20 marine craft are said to be employed on South Stream, including pipe-laying assets, lay barges and smaller tugs. Of these 20, 12 are either platform supply vessels (PSVs) or anchor handling tug supply (AHTS) vessels. The length of these charters varies greatly per ship from 120 days, to 250 days, to 300 days, to 730 days and so on. Brokers say most of the rates are in a tight range from about \$25,000 to \$27,000 per day, although many are thought to be at the high end of that band or even slightly higher. According to rough estimates for all 12 ships, TradeWinds believes the total firm charters equal between 3,200 and 3,500 days at an average of around \$26,000 per day. This means that the total firm hire in danger of being lost is in the region of \$91m, or more. As one example of what the ships face if they are forced into the weak North Sea, the PSVs could now be looking at rates of around \$9,200 per day in the spot market. On charter from Deep Sea Supply are three PSVs, the 4,700-dwt [SEA SPARK](#) (built 2013), [SEA SPRINGER](#) and [SEA SPIDER](#) (both built 2014) and one AHTS vessel, the 15,000-bhp [SEA LYNX](#) (built 1999). On charter from Solstad Offshore are three PSVs, the 4,100-dwt [NORMAND CORONA](#) (built 2006), 4,560-dwt [NORMAND CARRIER](#) (built 1996) and the 4,276-dwt [Normand Flipper](#) (built 2003). For Maersk, it is two AHTS vessels, the 14,888-bhp [MAERSK TRANSPORTER](#) and [MAERSK TRACER](#) (both built 2009). For Sealion, it is three PSVs, the 4,689-dwt [TOISA INVINCIBLE](#) (built 1998), the 3,830-dwt [TOISA INDEPENDENT](#) (built 2003) and the 4,860-dwt [TOISA WAVE](#) (built 2011). Source : Tradewinds – [CLICK on Hyperlink !](#)



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Sanko terminates reorganization proceedings

Two and a half years after filing for protection under the Corporate Rehabilitation Law

Reorganizing [Sanko Steamship Co.](#) (with Jinichi Tabata serving as trustee), announced on Dec. 2 that earlier in the day, it obtained an order from the Tokyo District Court to terminate its reorganization proceedings. Sanko filed for bankruptcy protection under the Corporate Rehabilitation Law in July 2012, and obtained the court's order approving its reorganization plan in October 2013. With the latest order, Sanko is set to return to an ordinary joint-stock

company roughly two and a half years after filing for the application of the rehabilitation law. The management problem of Sanko is now at a major turning point. In a statement on the court's order to terminate its reorganization proceedings, Sanko commented, "We sincerely appreciate your considerable understanding and support, without which this outcome would not have been possible. The Reorganizing Company, together with all of its officers and employees, is fully committed to successfully carrying out business and establishing a stable revenue base." The main framework of Sanko's rehabilitation plan is that 98.4-99.2% of the general rehabilitation claims amounting to as much as about ¥412.3 billion will be waived and that it will receive a maximum support of ¥5 billion from the U.S.-based hedge fund Elliott Group with which it has entered into a sponsorship agreement. In the written votes of creditors, the rehabilitation plan was approved by the overwhelming majority, 100% of the total voting power of the secured rehabilitation creditors and 92.81% of the rehabilitation creditors. With the court decision to approve the rehabilitation plan in October 2013, Hisashi Asafuji, Sanko president who assumed the post of trustee and representative director, stepped down, and Tabata assumed the post of administrator and representative director on the recommendation of sponsor Elliott. Sanko had a fleet of about 200 units at its peak time. The fleet scale has now dwindled to around 30 units as Sanko had sold off some of its own ships and pulled some of its chartered vessels out of the market. **Source :** Kaiji Press via Justus Schoemaker Dutch - Japanese Maritime Desk K.K.



The **INGE W** departed from Rotterdam bound for Cape Verde with the **NP 384 Photo : Kees Torn ©**

MODEC bags provisional order for large FPSO from Brazil

MODEC, Inc. announced on Dec. 2 that it and its Brazilian partner Schahin Group, a major local construction/engineering company, have jointly received an informal order for supply, charter and operation of one floating production, storage & offloading (FPSO) vessel from Brazil's state-run oil company Petrobras. The charter contract will be for 20 years. The order marks MODEC's 12th unit to be constructed for Brazil. MODEC and Schahin are responsible for the engineering, procurement, construction, mobilization, installation and operation of the FPSO, including topsides processing equipment as well as hull and marine systems. The FPSO vessel will be owned by a subsidiary of MODEC. The unit is slated for deployment at Tartaruga Verde and Tartaruga Mestica oil fields in the BM-C-36 block in the Campos Basin, offshore Macae, Rio de Janeiro state, Brazil, starting in the third quarter of 2017. The FPSO will have a daily production capacity of 150,000 barrels of crude oil, 176 million cft of gas, and 200,000 barrels of water injection. It will also have storage capacity of about 1.6 million barrels of crude oil. MODEC's U.S. subsidiary SOFEC, Inc. will design and supply the spread mooring system. The FPSO will be moored in water depth of about 765 meters. **Source :** Kaiji Press via Justus Schoemaker Dutch - Japanese Maritime Desk K.K.

Newcastle RNLi Receive First Callout for New Lifeboat Hours After its Arrival

The volunteer lifeboat crew at Newcastle RNLi got to put their new inshore lifeboat through its paces yesterday (Thursday 4 December) when it was requested to launch hours after arriving at station. The callout came at 6.04am in the morning when the coastguard requested the launch of Newcastle's newly arrived D class inshore lifeboat and all weather lifeboat, following reports that a 56 year old man was missing.

The weather was good and the sea state calm, giving both lifeboats the perfect conditions to carry out an intensive search. In the darkness the lifeboat crew used the search light and night vision to scan the coastline and the new lifeboat was able to move in close to the rocky coastline with the crew using their oars to check the depth. Thankfully the man was located safe on land and the search was stood down at 7.30am. Following delivery of the £41,000 lifeboat, the crew checked it was operational and Search and Rescue capable before they set to sea. The new lifeboat

is fitted with SIMS (Systems and Information Management System), an RNLI-developed means for the crew to control a lot of the boat's functions and has a single 50hp outboard engine. Capable of reaching speeds of up to 27 knots the lifeboat can also be righted manually by the crew in the event of a capsizing. Equipment onboard includes both fitted and hand-held VHF radio, night-vision equipment, and a first aid kit including oxygen.

The D class lifeboat was first introduced into the fleet in 1963, and its design has continued to evolve. This new lifeboat for Newcastle in county Down was generously funded through a legacy from Mrs Mary Olga Illingworth in Sheffield, with the request that it be named Eliza in memory of her mother. Commenting on the arrival of the lifeboat, Newcastle RNLI Senior Helm Richard Burgess said, 'The new lifeboat is great to handle and is a marked improvement on our outgoing one, which gave great service to Newcastle for many years. We are very impressed with the enhanced technology and the addition of AIS (Automatic Identification System) which aids the identification and location of marine vessels. It is fast, powerful and easy to manoeuvre; ideal for launching in a hurry. We are very grateful to the late Mrs Illingworth for thinking of others through this generous legacy in providing this lifesaving vessel.'

Newcastle RNLI Deputy Launching Authority Joe Leneghan added, 'We have a great crew here in Newcastle, who put so much time and commitment into their training on the lifeboat. Therefore it is only right that the RNLI provides the best in lifeboat technology and equipment for them. Saving lives at sea is always down to the lifeboat crew but by providing them with a state of the art lifeboat, which is fully kitted out in the latest in Search and Rescue technology they can locate the casualty faster and bring them home to their loved ones sooner. I wish the lifeboat crew many successful callouts in this new lifeboat and may she always carry them home safely.' The lifeboat crew on the inshore lifeboat were Helm Richard Burgess and crew Declan Barry and Arron Latus. On the all weather lifeboat was Coxswain Richard Herron, Deputy Coxswain William Chambers, Mechanic Aidan Riley and crewmembers Peter Uprichard, William Wilson, Robert Latus and Daniel Rooney. **Source : Afloat**



Customs office foils oil smuggling

The Customs and Excise Office in Batam, Riau Islands, has foiled an attempt to smuggle 1,300 tons of crude oil to Malaysia aboard a Mongolian-registered tanker the **MT KYOSEI MARU**. The vessel was intercepted after an hour-long chase and warning shots fired by customs officers.

"Based on observation our officers found the tanker filling up with oil from a local vessel. We are still investigating whether the 1,300 tons of crude oil originated from one vessel or several," Batam Customs and Excise Office enforcement section head Emi Ludyanto told The Jakarta Post on Wednesday. The customs officers arrested the tanker skipper, identified as Yohanes Talembekas, and 10 crew. The customs office is currently ascertaining whether the entire crew comprises Indonesian citizens or foreign nationals. According to Emi, the crew were still undergoing interrogation and would be held for three days at the Batam Customs and Excise Office. **Source : The Jakarta Post**

South Stream decision 'final'

Kremlin decisions to end the pursuit of the South Stream natural gas pipeline project for Europe are final, the Russian energy minister said Thursday "In my view, the decision is final," Minister Alexander Novak said from Moscow. With a delegation from natural gas company Gazprom in tow, Russian President Vladimir Putin declared an end to a project that would cross the Black Sea to the European market during a visit to Ankara. Instead, Gazprom said it was pursuing an alternate option for the Turkish market.

"Today we're working on the construction of the pipeline by another route," the minister said. Early this week, German steelmaker Salzgitter AG, a pipeline contractor, said it would seek compensation through insurers following Putin's announcement. Saipem, the contracting subsidiary of Italian energy company Eni, said it's received no word on the status of South Stream. "Operational activities therefore continue to progress," the company said.

South Stream was Gazprom's answer to energy security needs in Europe. Russia meets about a quarter of European natural gas needs, though most of that runs through a volatile Ukraine, where past contractual disputes between Gazprom and Kiev left Europeans in the cold. Robert Lechner, a spokesman for South Stream partner OMV, told UPI there was no "immediate impact" for the Austrian energy company. "The recent announcements regarding the project are a political issue," he said.

European leaders are wary of allowing companies like Gazprom that produce gas to control the corresponding transit systems and in August, the government of host country Bulgaria called for a suspension of all actions on South Stream because "the project does not meet the legal requirements of the European Commission." **Source : UPI**

Maritime guns for hire adapt to changes in sea piracy

By : Keith Wallis

Cash-strapped maritime security firms are being forced to use fewer costly elite guards and to diversify into other businesses such as cyber security, as a steep decline in Somali pirate attacks and hotter competition erode fast-thinning margins.

Hundreds of security firms sprang up over the past seven years to offer protection to shipping companies, with scores of merchant vessels being boarded and sailors taken hostage in pirate raids off the coast of conflict-torn Somalia.

However, attacks in the Gulf of Aden and Indian Ocean have dropped from a peak of 237 in 2011 to just 10 in the first nine months of this year, the lowest since the piracy scourge began in 2008, according to the International Maritime Bureau. The fall has been helped by using armed guards, deploying naval forces and defending ships with barbed wire or fire hoses.

The cost of using guards has also halved as the sector has become more competitive, which, though good for shipowners, is bad for security firms. "Day rates for embarked teams are continuously being squeezed to rock bottom," said Vasilis Politis, a retired rear admiral and managing director of Greek armed guard company Marine Security International.

The price for a security team to protect a ship has slumped from an average of \$40,000 per voyage to around \$18,000 to \$20,000, said Gerry Northwood, who previously commanded the British Royal Navy's Counter Piracy Task Group which detained 13 Somalis after an attack on a tanker in 2012. A typical team comprises three or four guards working around the clock and armed with semi-automatic weapons to maximize fire power and rifles for accuracy and range.

Faced with a tougher operating environment, some firms have switched from using former U.S. and British Marines and special forces to cheaper alternatives including guards from India, the Philippines and Estonia, said Ian May, Asia manager for Protection Vessels International. Declining revenue has encouraged industry consolidation. Ambrey Risk, one of the biggest firms, bought the maritime security division of rival Drum Cussac this month, while Gulf of Aden Group Transits shut in July.

Peter Cook, chief executive of the Security Association for the Maritime Industry, said its membership had fallen from a high of 180 companies in November 2012 to 140, and he anticipated further falls. Companies are trying to expand into new areas including cyber security for ships and the offshore industry, port security and training coast guards.

Some are also offering protection in areas where piracy has increased such as West Africa, with 23 attacks recorded up to September of this year, and Asia, where almost 100 attacks were reported in the waters off Singapore, Indonesia and Malaysia. However, restrictions on privately contracted armed guards in West Africa and the low level of violence normally used in attacks in Southeast Asia mean firms cannot necessarily replicate their Indian Ocean operations, said Mark Thomas, Asia Pacific business development manager at Dryad Maritime in Singapore. Despite the drop in attacks, the Gulf of Aden still remains vital for the security business, with a fifth of global trade passing through it, and at least 40% of ships transiting the area had armed guards in July, according to SAMI.

Mr. Northwood, who is chief operating officer at Maritime Asset Security and Training, said there were still probably two or three cases of Somali pirate boats probing the defenses of ships a month. For now, naval patrols are set to continue. The European Union expects to extend its anti-piracy operations for another year, and NATO is extending its

efforts to the end of 2016."If companies stop using armed guards and the naval presence disappears, then we would not have to wait for too long for another wave of successful attacks," said Madis Madalik, chief operating officer of Estonian-based ESC Global Security. **Source : Reuters / businessinsurance**



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Nova Star layover costs unknown

As the **Nova Star** ferry remains docked in Shelburne, the company that operates it is unwilling to say how much it's paying to tie up in the South Shore town, and the government doesn't seem to know. A spokesman for **Nova Star Cruises** said in an email Tuesday that "there is a cost associated with it, which Nova Star is incurring."



The company, however, received \$5 million from the province in October to help settle its books for the 2014 season, with room built into that funding for contingency costs. That money came after the service exhausted a \$21-million fund that was to span seven years.

While the money being used to pay the docking fees comes from the taxpayers, Economic and Rural Development Minister Michel Samson said Thursday he doesn't know how much the

layover is costing as the company continues to pursue winter work. Samson said his department would "look at the possibility" of releasing the berthing fees if they are submitted by Nova Star Cruises as a request for reimbursement. He was non-committal when asked if he'd instruct his department to obtain and release the figures. "(Considering) the challenges faced by the vessel, on order of priority, the berthing fees in Shelburne doesn't rank very high," said Samson. "We want to ensure that that vessel does find winter work, that it is able to generate revenue in the off-season and that there is an agreement in place for that ferry service in 2015." The province stepped in this autumn to compel the company to release executive salary numbers when requests for the figures had been denied. Samson said an audit of the service by KPMG remains ongoing, and he's uncertain when it will be complete. The minister recently met with executives from ST Marine, the ship's owner, to discuss the future of the service and a \$3-million contribution that is supposed to come from the Singapore company. **Source : thechronicleherald**

Indonesia sinks 3 Vietnamese boats to stop illegal fishing

Explosives were attached to the boats before two government vessels fired on them from a distance

Indonesia made good on its threat and blew up and sank 3 empty Vietnamese boats Friday, December 5, the navy said, as the world's biggest archipelago nation pushes to stop foreigners from illegally fishing in its waters. It was the strongest measure yet taken in the campaign launched by President Joko "Jokowi" Widodo, who is seeking to stop a practice he says costs Southeast Asia's biggest economy billions of dollars in lost revenues.



The navy, working with other government agencies, sank the 3 boats in the remote Anambas Islands, which lie between Malaysia and the Indonesian part of Borneo island, navy spokesman Manahan Simorangkir told AFP. "The message we want to convey is no foreigners should steal from Indonesian waters," he said, adding Indonesians should be able to "benefit from their own waters".

The Jakarta Post newspaper reported that explosives were attached to the boats before two government vessels fired on them from a distance. Thirty-three people had been detained and 3 tonnes of fish seized from the ships, which were caught last month, it said. Television pictures showed thick smoke billowing from one of the boats as it sank. As well as costing the economy billions of dollars, authorities say foreigners illegally fishing in Indonesia is partly responsible for massive damage to the environment due to the widespread use of explosives and cyanide. Jokowi hopes that increased revenues from fishing can help boost economic growth, which has sunk to a 5-year low. It's not a new practice, however. Indonesia sank 33 of 38 foreign vessels caught trespassing in the country's waters between 2007 and 2012, most from Vietnam, the Jakarta Post reported. The country's 2009 Fisheries Law allows the military and the police to carry out specific actions such as burning or sinking foreign vessels caught fishing illegally in Indonesian waters.

Source : Rappler.com

Campaigners challenge Highland Council over ferry costs

A campaign group fighting for the future of a lifeline ferry link is taking legal advice on Highland Council's claim that European rules prevent it from subsidising the service. The Free Crossing for Corran (FCC) campaign group is also calling for "transparency in council accounts" and a place at the table in government talks on the future of the service.

Fares on the ferry – linking the mainland and the remote settlements on the Ardnamurchan and Moidart peninsulas – went up by 4% last April, 15.6% in November and a further 4% in April of this year. At £7.90 per car for a crossing of around 500 yards, campaigners claim it is now one of the shortest and most expensive ferry services in the UK.

And fares are likely to increase again next year as the authority attempts to make the ferry cover its costs. The group is calling for it to be free, but the council claims that publicly funding the service could break EU state aid rules, by distorting competition. However, Highlands and Islands MSP John Finnie and former council leader, Dr Michael Foxley, have both dismissed the authority's claims.

FCC convener, Tony Boyd, said: "The state aid argument is simply a smokescreen for a council, which is unwilling to deal proactively with this service." "The EU rules do not apply and we are currently seeking legal advice on this." He added that the main obstacle to progress was a lack of clear information on the true costs of the service, with no real evidence on whether the service really runs at a loss or if it is self-supporting. Tony Boyd said: "Highland Council has supplied some figures in isolation, but what is needed is a complete audit of the ferry budgets to see the true picture of the finances of the operation, which is the second busiest crossing in Scotland." He said they needed to see details

of such things as the cost of fuel and ferry takings. "We just want to know if it genuinely does make a loss." This is the basis of the council's argument and yet they can't produce the figures to prove this," said Mr Boyd. The group also wants the local authority to publish the legal opinions on which its bases its assertions on state aid rules and the group is seeking its own independent legal advice. A Highland Council spokeswoman said: "The council is currently considering the statement issued by FCC." The Scottish Government did not wish to comment. **Source :** [pressandjournal](#)



France must pay 9 Somalis over handling of piracy arrests, court rules

Europe's top human rights court is ordering France to pay 9 Somalis, most of whom have been convicted of piracy, thousands of euros (dollars) each over the way in which they were arrested following the hijacking of two French boats in 2008. Luxury vessel the **PONANT** was hijacked in April 2008; the 30 people aboard were freed after its owner paid more than \$2 million ransom. The same day the hostages were freed, French special forces arrested six suspects as they drove away from the port. The court found Thursday that the five days it took to place them in formal custody was unnecessarily long. In a second hijacking, it took three days to formally place the suspects in custody. Thursday's ruling includes both those convicted and acquitted of piracy. **Source :** [Newsday](#)

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NAVY NEWS

Japan faces tricky entry into world arms market

JAPAN - On Nov 12, Australian Prime Minister Tony Abbott and Japanese Prime Minister Shinzo Abe agreed to strengthen bilateral defence cooperation, including the possible transfer of technologies for Australia's future submarine programme. Australia is currently investigating how to procure 12 new submarines to replace its ageing Collins-class submarines, and Japan's Soryu-class submarine has become a candidate.

The Soryu-class is the largest diesel-engine submarine in the world, equipped with the cutting-edge air-independent propulsion system which enables it to remain submerged for weeks rather than days. If Australia decides to use the Soryu-class submarines, it will be a win-win-win deal in which Japan can sell its products, Australia can acquire the world's best non-nuclear submarines, and the two countries' navies will become highly interoperable. Australia can also save money. The Soryu-class subs cost about A\$600 million (S\$667 million) each, or "less than half the price of an Australian-made alternative", according to [news.com.au](#). Some observers are surprised at the recent development and wonder why Japan is now willing to sell its most advanced and highly sensitive military equipment after decades of

absence from the international arms market. In fact, it was only in April that Tokyo made a historic decision to lift the self-imposed ban on arms exports and on Japan's participation in international joint weapons development programmes. The policy change was brought about by at least three major considerations. First, Japan could no longer afford extremely expensive domestically produced weapons and equipment. For Japanese arms producers, Japan's Self-Defence Forces (SDF) was the only customer, but the amount of major equipment that the SDF procured had dropped dramatically since the end of the Cold War.

Despite all the investment on research and development, they could sell only a small number of products, driving the weapons' unit cost up. For example, a Japanese Type-90 main battle tank costs US\$7 million (S\$9.1 million), almost twice as expensive as an M1A1 - its US equivalent, which costs US\$4.3 million. An F-2 fighter, co-developed with the US but for Japan's use only, costs US\$111 million as compared with an US F-15 fighter with a price tag of US\$27 million. A Type-89 rifle costs US\$3,000 while a US M-4 carbine costs a much more affordable US\$240. This is not something that a country with a massive general government gross debt can continue to afford. Second, active participation in international joint arms development and production has become the only realistic means of acquiring cutting-edge weapon systems at affordable prices. As modern weapons become increasingly sophisticated and costly, the world is moving towards deeper cooperation on weapons development and production. For example, the fifth-generation F-35 fighter was co-developed by the United States, Britain, the Netherlands, Italy and five other partners; and the Eurofighter Typhoon by Germany, Britain, Italy and Spain. One of the most important challenges of multinational weapons development is to find the least common denominators of diverse and sometimes contradicting requirements source : asiaone



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Navy technical board to assess service life of INS Viraat



Mumbai: The Indian Navy has appointed a technical board (TB) to assess how long the aircraft carrier **INS Viraat** can serve the force "Technical board has been formed to check if **Viraat** can serve," Vice Admiral Anil Chopra, Flag Officer Commander in Chief of the Western Naval Command, told reporters today on the eve of Navy Day.

When asked if Viraat will go together with country's largest aircraft carrier **INS Vikramaditya** and **INS Vikrant** (presently under-construction at the Cochin Shipyard), Chopra said, "**Viraat** is an old ship and we have operated her

for past 27 years." The ship may get decommissioned by 2018, he said. India's first aircraft carrier **INS Vikrant** is currently being scrapped at a ship-breaking yard in Mumbai. Boards have also been appointed to determine the service life of the three Godavari class frigates."Godavari class ship will be the first to be decommissioned now," he added. These warships, which include **INS Godavari**, **INS Ganga** and **INS Gomati**, were commissioned in the 1980s.
source : [abplive](#)

Incheon warships South Korea's coastal defense frigates

South Korea Navy currently has two reported commissioned Incheon-class frigates built by Hyundai Heavy Industries, world's largest shipbuilding company based in Ulsan, South Korea. While three frigates were launched by their respective shipbuilders, one by Hyundai Heavy Industries and two by STX Offshore & Shipbuilding. Another frigate is scheduled to be launched by STX. Incheon-class frigates are developed to replace SoKor's aged Pohang class corvettes and Ulsan class frigates. There are 20 planned Incheons for SoKor Navy.



An Incheon-class frigate has a main gun of 127mm/L62 Mk. 45 Mod 4 naval gun. It is also armed with 20mm Phalanx CIWS and a RIM-116 Rolling Airframe Missile Block 1, a 21-round launcher. It is also armed with two light anti-submarine torpedoes specially developed for SoKor Navy, K745 LW – Blue Shark. The torpedoes can travel at a speed of approximately 80 kilometers per hour. These frigates are also capable of assaulting a ship in long range with SSM-700K Haeseong Anti-ship Missile with similar capability of U.S. Harpoon. The missile can travel at a speed of 1013 kilometers per hour and can accurately reach target at 150 kilometers. It also has land-attack armaments similar to

U.S. Tomahawk. Each frigate can carry one naval helicopter. SoKor Navy already ordered eight AW-159 Super Lynx navy variant. These anti-submarine capable helis are expected to be delivered starting 2015 until completion on 2016.
Source : [angmalaya](#)

Indian Navy Selects Sikorsky's S-70B SEAHAWK® Aircraft for Multi-role Helicopter Requirement

India's Navy has selected Sikorsky Aircraft Corp., a subsidiary of United Technologies Corp. UTX, +0.07% to fulfill the service's Multi-Role Helicopter requirement for anti-submarine and anti-surface warfare (ASW/ASuW), among other maritime roles. Negotiations will now begin to procure 16 S-70B SEAHAWK® helicopters, with an option for eight additional aircraft, along with a complete logistics support and training program. "India's selection of the S-70B helicopter represents a major strategic win for Sikorsky in an important growth market, and positions us well for future opportunities," said Mick Maurer, President of Sikorsky Aircraft. "We look forward to a long-term collaboration with the Indian Government and local industry as we work to bring the Indian Navy the highly advanced multi-role S-70B aircraft." The proposed Indian Navy S-70B variant will include avionics and flexible open architecture Weapons Management Systems that integrate an advanced sonar, 360 degree search radar, modern air-to-surface missiles, and torpedoes for the ASW role. A blade and tail fold capability will facilitate shipboard storage.

The S-70B aircraft will also enhance the Indian Navy's capabilities to perform non-combat maritime roles, including search and rescue, utility and external cargo lift, surveillance and casualty evacuation. Sikorsky has fielded increasingly more capable variants of the S-70B helicopter since 1984 for navies that prefer to acquire a modern, fully integrated ASW/ASuW platform direct from the manufacturer. Now operational in six countries (in Europe, Middle East, Asia and Latin America), the S-70B platform has a solid reputation for highly reliable shipboard operations and maintenance while operating aboard frigates and larger naval vessels.

The S-70B aircraft is part of Sikorsky's SEAHAWK helicopter family (including the SH-60 and MH-60 models) that has accumulated almost four million flight hours from more than 800 operational aircraft, and is considered one of the safest platforms available. Sikorsky Aircraft Corp., based in Stratford, Connecticut, is a world leader in aircraft design, manufacture and service. United Technologies Corp., based in Hartford, Connecticut, provides high-technology products and support services to the aerospace and building systems industries.

This press release contains forward-looking statements concerning opportunities for development, production and sale of helicopters. Actual results may differ materially from those projected as a result of certain risks and uncertainties, including but not limited to changes in government procurement priorities and practices, budget plans, availability of funding and in the type and number of aircraft required; challenges in the design, development, production and support of advanced technologies; as well as other risks and uncertainties including but not limited to those detailed from time to time in United Technologies Corporation's Securities and Exchange Commission filings. **Source :** Marketwatch

SHIPYARD NEWS

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PONTOONS AND BARGES

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Spotted an unnamed fast ferry lying at the **AUSTAL Yard** in Balamban Cebu just returned from trials.

Photo : Captain Edward Fitzek ©

Robert Allan uses FORAN to help construction for 6000 HP Shallow Draft Pushboat for Hidrovias do Brasil

FORAN has been used by the naval architecture firm **ROBERT ALLAN LTD.** in the review of the production design of 6000 HP Shallow Draft Pushboat, to be built in Erin Shipyard in Manaus, Brazil. Robert Allan Ltd., a Naval Architecture and Marine Engineering Company based in Vancouver, Canada signed a contract with SENER Ingeniería y Sistemas S.A. (SENER) for the use of FORAN FVIEWER during this project. The 6000 HP Shallow Draft Pushboat was designed by ROBERT ALLAN LTD. for Hidrovias do Brasil. GHENOVA INGENIERIA & GHENOVA BRASIL are developing the complete 3D Model and 2D Production Design. ROBERT ALLAN LTD. is providing construction support to Hidrovias do Brasil during the Production Engineering and Construction Phases. Part of ROBERT ALLAN LTD's scope is the review of the production design that is being developed by Ghenova Ingeneria. ROBERT ALLAN LTD. is using FORAN VIEWER to aid in the review of the 3D production model. FORAN FVIEWER is a solution in FORAN, developed by SENER, allowing the user to navigate around the ship 3D model and with capabilities to query the model about properties and attributes, check visual interferences and make annotations. The solution is also very useful to measure clearances and distances and to study ergonomics. Being developed in native 64 bits thus allowing the use of more than 4 GB RAM, and taking advantage of the latest graphic cards capabilities, the benefit is that FORAN FVIEWER can handle in an efficient way huge amount of data. FORAN FVIEWER has helped ROBERT ALLAN LTD. in the review of the 3D production design and has proved to be a useful tool, helping with the successful completion of the project. SENER and ROBERT ALLAN LTD. hope to keep collaborating for future projects. SENER is playing an important role in the shipbuilding CAD/CAM field in North America. For more information, please visit : www.sener.es



The **KELLETT ISLAND** belonging to **Pacific Basin** is nearing completion at the **Tsuneishi Heavy Industries** yard in Balamban Cebu. **Photo : Captain Edward Fitzek ©**

Chongqing Zhongjiang to build nine LNG-powered river vessels

Shanghai: Chongqing Zhongjiang has started the construction of nine LNG-powered vessels, the first of the ships to be delivered in the first half of next year, according to Chongqing municipal port and shipping authority. The vessels, designed by Jiangjin Feida Company, were ordered by Chongqing Jiangjin Feida and Chongqing Hechuan Tongyi, and will be used for ore transport on the Yangtze river. Earlier this year, The Ministry of Transport and The Ministry of Finance issued plans to provide subsidies of RMB850,000-RMB1.4m for LNG-powered newbuildings delivered before April 2015, and RMB630,000-RMB1m for those delivered before the end of 2015. **Source : sinoshipnews**

Metal Shark to build Damen designs

Boat manufacturer **Metal Shark** has reached an agreement with **Damen Shipyards** to market Damen designs, which the company will construct at its Franklin, LA, shipyard. "We are proud to offer globally proven Damen designs as we expand our footprint in new markets," said **Metal Shark** president Chris Allard. "Damen's impressive portfolio serves as the perfect complement to our own designs, and our location on the Gulf of Mexico puts us within easy reach of many of the most important players in the offshore commercial sector."

The Damen announcement caps off a busy year for **Metal Shark**, which announced the acquisition of its new Franklin shipyard in January. In April, Metal Shark hired marine industry veteran Carl Wegener, previously of **Austal USA** and **Kvichak Marine**, as its director of commercial sales. The company's new yard, which became operational in July, is currently producing multiple 45 ft, 55 ft, and 75 ft monohull and catamaran vessels. "We intend to aggressively market a wide range of Damen designs, including fast [crew suppliers](#), harbor and terminal vessels, wind farm support vessels, offshore patrol boats, pushers and tugs, barges, and other specialty vessels," says Mr. Wegener. "Our new Damen designs, along with the Metal Shark designs that we're producing at both of our facilities, give us an incredibly

diverse product offering that will make **Metal Shark** uniquely appealing to number of commercial operators."Metal Shark's Franklin yard is capable of producing aluminum and steel vessels up to 250 ft in length.

Established in 1986, **Gravois Aluminum Boats LLC**, and its government/commercial boat entity **Metal Shark**, are leading suppliers of custom boats for defense, law enforcement, and commercial entities. Key customers include the United States Coast Guard, Navy, Air Force, Army, foreign militaries, port operators and pilot associations, fire departments, and commercial entities worldwide. From its two fully self-contained facilities in South Louisiana, **Metal Shark** produces a wide range of custom monohull and catamaran center console and pilothouse patrol boats, fireboats, skiffs, and speciality vessels ranging from 16 ft to 250 ft. **Source : MarineLog**

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Platino Announces Closing of CEDCO Acquisition

Platino Energy Corp., is pleased to announce that it has closed the previously announced acquisition of all the shares of Colombia Energy Development Company ("CEDCO") pursuant to a purchase agreement dated October 13, 2014. The aggregate purchase price paid by Platino on closing was approximately US\$49 million in cash (the "Transaction").

Over the next few weeks Platino plans to start consolidating its existing operations with the newly acquired blocks at both field and office level, beginning execution of Platino's plan for production cost optimization, finalizing plans and timing for identified production growth opportunities in the CEDCO portfolio, and beginning discussions with nearby operators on operational synergies. Platino anticipates providing an operational update as well as 2015 capital spending and production guidance prior to year-end. The Company also announces that the Company's existing Coati, Put-8, and Andaquies exploration and production contracts have been formally amended by the Agencia Nacional de Hidrocarburos ("ANH") to reflect Platino as the formal holder, and where applicable, formal operator of said contracts.

In connection with the Transaction, the Company's subsidiary has entered into a new US\$15 million secured credit facility with BANCO COLPATRIA MULTIBANCA COLPATRIA S.A. The Company drew approximately US\$7.5 million on the new credit facility to fund a portion of the purchase price for the CEDCO shares. The balance of the purchase price was financed from the Company's cash on hand. Platino is a Calgary, Alberta headquartered resource company engaged in the exploration for, and the acquisition, development and production of hydrocarbons in Colombia.

For more information, please visit : www.platinoenergy.com

RINA certifies Technomar to ISO environmental and energy standards

Greece's **Technomar Shipping** has been certified to ISO 14001 Environmental Management and ISO 50001 Energy Management standards by RINA Services. George Youroukos, Chairman, Technomar Shipping says, "Technomar is committed to minimising our impact on the environment and reducing energy consumption. Going through the

rigorous process to reach these standards underlines how important this is to us. We hope that the certification will underline the quality of service we provide to our charterers and the care we give to the global community."

Michele Francioni, CEO, RINA Services, says, "Managing environmental impact and energy consumption gives companies a competitive edge. We are very proud to help Technomar to achieve these high standards. Theo Baltatzis, General Manager, Technomar Shipping, says, "RINA helps us take a disciplined approach to energy and the environment, and that helps us to perform better." Technomar is the second Greek shipmanagement company to achieve ISO 50001 certification by RINA, following IASON Hellenic Shipping last year. RINA Services is currently working with other leading Greek companies to help them improve their environmental performance. Technomar operates a fleet of thirty-seven container vessels and bulkers and is based in Athens.

Richard Branson to enter cruise business

British entrepreneur Richard Branson will enter the cruise business, promising to shake up the status quo with a fresh approach to the multi-billion dollar business. Branson's Virgin Group announced Thursday that it has formed Virgin Cruises. With the backing of Bain Capital, it plans to start the new cruise line by building two "world class" cruise ships.

That suggests that the first sailing of Virgin Cruises won't take place for two years or more. The company said it is withholding details about the start of operations for competitive reasons. Virgin Cruises will be the first major new entrant in the cruise business since Disney Cruise Line was formed in 1996. Branson's track record in running businesses such as Virgin Airlines gives him instant credibility in seeing the new start up succeed. Branson and his management team run more than 400 businesses worldwide under the Virgin banner in sectors including travel, entertainment, lifestyle, financial services, health care, food and beverage and media and telecommunications. To head the management of Virgin Cruises, Branson recruited Tom McAlpin, a founding member of the Disney Cruise Line launch team who also served as its president. He most recently was CEO of The World, a condo cruise ship. McAlpin will be chief executive officer of Virgin Cruises, which the company says will be headquartered in the Miami/Fort Lauderdale area. Virgin previously had said it was exploring the idea of starting a cruise line, or another leisure business, but hadn't made a commitment. "We plan to shake up the cruise industry," Branson said, "and deliver a holiday that customers will absolutely love." Stephan Pagliuca, a managing director with Bain Capital, said Virgin Cruises "will help reshape consumers' expectations of what a cruise experience can be."

Source : usatoday / Tom Stieghorst covers cruises for Travel Weekly magazine.

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<http://newsletter.maasmondmaritime.com/ShippingNewsPdf/magazine.pdf>

First look at new Regent Seven Seas Explorer

Regent Seven Seas Cruises revealed the first image of the **Seven Seas Explorer**, which is currently being constructed at the Fincantieri shipyards in Genoa, Italy. The 750-passenger, all-suite, all-balcony vessel also now has a website (<http://www.rssc.com/explorer>) to stoke interest in its arrival come summer 2016. Jason Montague this month took over the role of president from Kunal S. Kamlani for Prestige Holdings, which includes Oceania Cruises and Regent Seven Seas Cruises. "We're building the most luxurious ship ever created, and our loyal guests and travel agent partners are eagerly awaiting detailed information about **Seven Seas Explorer**," Montague said. "This dedicated microsite provides us with a platform to provide our passionate brand advocates with the latest updates and exciting developments surrounding this extraordinary new ship from now through launch."

The ship will be the fourth in the luxury fleet, which also includes the **Seven Seas Mariner**, **Seven Seas Voyager** and **Seven Seas Navigator**. The fleet offers a near all-inclusive experience when you book a sailing, including airfare, port of call excursions and on-board amenities. The line and its sister line Oceania Cruises recently were acquired by Norwegian Cruise Line Holdings. By mid 2016, with the arrival of the **Seven Seas Explorer**, the acquisition and refurbishing of Princess Cruises' Ocean Princess by Oceania and construction of the Norwegian Escape, the company fleet will reach 24 ships with the Norwegian Bliss in 2017 and two unnamed Breakaway Plus Class ships in 2018 and 2019. At 54,000 tons, the **Seven Seas Explorer** will be the largest vessel for the line with 369 suites ranging in size from 300 to 1,500 square feet, increasing the line's capacity by 40 percent. No itineraries for the ship's maiden voyage or inaugural season have been announced yet, but will be available Jan. 19, 2015 for Seven Seas Society members and for the general public starting Feb. 11, 2015. **Source : orlando sentinel**

BOEKBESPREKING

By : Frank Neyts

“Danish Liners Around the World”.

'**Danish Liners Around the World**', a publication by **Nautilus Forlag** and written by **Bruce Peter**, tells the remarkable story of Danish shipping companies' engagement in international liner shipping. Maersk Line is the world's biggest liner company, operating many of the largest and most technologically sophisticated container ships. Yet, in the mid-nineteenth century, the Danish merchant fleet lagged far behind those of Europe's great powers. Through a combination of business acumen and technical innovation in the twentieth century, Danish shipping lines gradually expanded, gaining market share by undercutting less efficient rivals. In this book, the histories of Denmark's major liner companies – DFDS, EAC, Maersk and Torm – are recorded and successful innovations, particularly the development by Burmeister & Wain of reliably efficient marine diesel engines, are documented. In recent time, Danish shipping companies – particularly Maersk Line – have played major roles in bringing about the phenomenon of 'globalisation' as the switch from general cargo to shipping containers has enabled goods to be moved for long distances securely and at unprecedentedly low cost. Consequently, value chains are nowadays spread across oceans and continents. Indeed, the modern-day super-container ship, exemplified by Maersk's new Triple E class, symbolizes our contemporary world of mass production, distribution and consumerism.

Bruce Peter is Reader in Design History at The Glasgow School of Art. He is half-Danish, a graduate of The Royal College of Art and the University of Glasgow. Having enjoyed travelling on ships across the North Sea from a young age, the design history of modern merchant shipping became one of his research specialities. During the past decade, he has written a number of books and participated in the making of television programmes about various aspects of the development of ship design and operation since the advent of steam propulsion. '**Danish Liners Around the World**' (ISBN 978-87-90924-54-6), a 304 page A4-hardback, is published by Nautilus Forlag, Anker Engelunds Vej 1, DK-2800 Lynby, Denmark. Price: 399 Danish Krone plus P&P. More info on www.nautilusforlag.dk.

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.... PHOTO OF THE DAY



Seen in the **Scaldiahaven Vlissingen** several construction activities
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