



Number 347 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 13-12-2014  
News reports received from readers and Internet News articles copied from various news sites.

<b>stevedoring &amp; warehousing</b>		
<b>SHORECRANES UP TO 208 M / TONS</b>		
<b>rhb</b> ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	e-mail <a href="mailto:office@rhb.nl">office@rhb.nl</a> web <a href="http://www.rhb.nl">www.rhb.nl</a> telephone +31 (0)10 429 94 33 port 2157, Rotterdam
	ISPS CERTIFIED	



**The 2008 built NECTAR SEA anchored off Singapore last Tuesday, built as the SKY LADY the 105.370 DWT 228 mtr long tanker was purchased by Eastern Pacific Shipping and renamed earlier this month in NECTAR SEA**  
**Photo : Piet Sinke © CLICK on the photo !**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS



The **DALLAS EXPRESS** passing the Hoek van Holland breakwaters outbound from Rotterdam-Europoort bound for Norfolk (USA) – Photo : Cees van der Kooij ©

## JACK UP BARGES UPDATE



With the yearend nearby **Jack Up barges** hereby proudly inform you of their 2014 fleet expansion, investment in mobile accommodation units, and recent project start in Uruguay.

### April 2014

Purchase and mobilization of **JB119** unit to the Pacific side of South America. A first project has been carried out and completed for an O&G operator. **JB119** is now on its way to Chile, where she will carry out a soil investigation project. Main particulars of **JB119**: L x W x H = 46.1m x 30m x 4.6m / leg length 60m / payload capacity 900t / Liebherr 300t pedestal crane / 40 pax fixed accommodation / DNV GL Class.

### Q3/Q4 2014

Anticipating on increasing demand for our jackups as offshore accommodation platforms, Jack-Up Barges have started a newbuild program for Temporary Living



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2014 – 347

Quarters (TLQ). A total of 70 sleeper units and 30 general purpose support units will provide accommodation for up to 560 people living and working offshore. The modules are linkable and stackable, which means they can be configured in a variety of different ways. Main particulars: L x W x H = 9.8m x 3.4m x 3.2m / 4 bed cabins / all facilities / ABS approved / Zone 2 Hazardous Area Requirements  
**Q4 2014**



Two of our modular jackups have been put to work on a jetty construction project in Montevideo, Uruguay. They are under contract with a Brazilian



EPCI contractor. Mobilization from Europe to Uruguay was needed on short notice. The modular character of the units made this possible, once again proving the advantage of this flexible and cost effective solution. Finally, please be informed of availability as per Q1 2015 of our **JB117** and Q2 2015 of our



**JB118.**Main particulars of these sister jackups: L x W x H = 76m x 40m x 6m / deckspace 2500 m<sup>2</sup> / leg length 90m / payload capacity 2250t / Favco 1000t crane / Super Puma helideck / 64 pax fixed accommodation / possible TLQ accommodation extension to 350 pax / DP2 portable thruster system / ABS Class.

Left : **The JB 117**

**Photo : FLYING FOCUS luchtfotografie**  
[www.flyingfocus.nl](http://www.flyingfocus.nl) ©

**Jack-Up Barge B.V.**

Krausstraat 14-16  
3364 AD Sliedrecht  
The Netherlands

[www.jackupbarge.com](http://www.jackupbarge.com)

T +31 (0)184 420 091

**Experience Delivers**      **Quality Solutions**

*Salvage · Wreck Removal*      *OPA 90 · Oil Spill Response*

**24 Hr Worldwide Support**      **+1 713 534 0700**

**T&T SALVAGE LLC**  
[www.ttsalvage.com](http://www.ttsalvage.com)

The advertisement features a circular logo with the word "SOLUTIONS" in the center, surrounded by a blue and white border. Below the logo are several images of maritime operations, including a large ship, a smaller vessel, and a ship being lifted or moved by a crane.



*Ship live photo* The **NAVION SCANDIA** outbound from Rotterdam-Europoort – [Click on the photo to see the Video !](#) Photo / Film : Cees van der Kooij ©

## CURAÇAO. . . . THE CARIBBEAN'S LATIN-AMERICAN HUB



The **Island Nation of Curaçao** is located in the Caribbean and functions effectively as a hub for aviation and shipping lines between North and South America. Via the Panama canal, the Curaçao Hub serves the Pacific, as well as Western Europe and beyond.

Furthermore, the Caribbean, sometimes called "the Eight Continent" is peaceful. A very advantageous feature in a world with increasing conflicts, public disorders, and inconveniences in health and political problems. For shipping companies this is very positive. In addition to normal shipping traffic, there are many specialized vessels calling on Curaçao, causing the Authorities to increase the conveniences such as eliminating the need to moor in port and stay offshore, avoiding pilot, harbor and tug fees. The generally calm sea, enables crews to be exchanged readily, while spares are easily delivered and waste taken away.

Last year Curaçao registered 292 visiting cruise ships with 583,994 passengers on board. In 2013 there were 2,730 inward piloted ships, of which container ships carried 87,452 TEU's (20 foot equivalent containers). All relevant cargo ships discharged 583,994 metric tons of cargo, while many ships took on bunker fuel or utilized the Dockyard for maintenance. Although Oil transportation figures were not reported, the estimated Refinery daily output is 150,000 barrels.

Curaçao's modern International Airport is under continuous improvement with nearly two million passengers annually. All Customs and Immigration Authorities speak at least four languages including English and Spanish and do their utmost to make foreign visitors at ease. There are frequent flights to a number of international destinations by Curaçao's airline **INSELAIR** which is expanding continuously. The Aruban **INSELAIR** branch also has many connections to North and South American cities as well to the Caribbean islands. **INSELAIR** is also the feeder airline



for the frequent wide-body flights across the Mid and North Atlantic Ocean between Amsterdam and the Dutch Caribbean. One of the oldest airlines also serving Curaçao is **SURINAM AIRWAYS** with excellent connections to Miami, Trinidad and Paramaribo.



The **CLUB MED 2** moored in Willemstad (Curaçao) Photo : Kees Bustraan ©

The **Antillean Navigator** is the only specialized transport publication in Curaçao managed by Master Mariner , who is also a former Director of an airline. The **Antillean Navigator** can be found on the following website:

**[WWW.SEAWINGSNV.COM](http://WWW.SEAWINGSNV.COM)**


## **Cat® Dealer Whayne Power Systems Repowers Three Marathon Petroleum Inland Waterways Vessels**

When long-time customer **Marathon Petroleum** wanted to repower inland river towboats, they turned to their trusted Cat® dealer Whayne Power to get the job done. Marathon had installed Cat 3606 engines on the inland waterways vessels in the early 1990s and twenty years later was ready to repower three towboats with the successor to the 3600 engine series, the Cat C280. Starting in December 2013, Whayne Power worked with Marathon to repower the three vessels with Cat C280-6 engines, each rated at 2548 bhp @ 900 rpm.

“Marathon Petroleum has been a proud Cat customer for decades and had great success with the reliability and durability of the Cat 3606 engines since the initial installation of the engines,” Lincoln Turnage, Whayne Power marine account manager noted. “They were impressed with the long overhaul intervals and were eager to repower their vessels with the C280 engines, which have the perfect speed and power fit for their applications on the inland rivers.”

Manufactured in Lafayette, Indiana, Cat C280 engines incorporate 30 years of proven component reliability and durability from the legendary Cat 3600 platform series with a sophisticated, yet well-proven, modern electronic fuel injection system. Cat C280 marine engines are available in continuous and maximum continuous ratings at 900 and 1000 rpm and in 6, 8, 12, and 16 cylinder configurations. The advanced ADEM™ A3 electronic control system enables the C280 engines to work smarter and harder. The rugged and durable C280 engines provide customers with low owning and operating costs, with overhaul intervals running as long as 40,000 hours. “At Whayne, our customers have found the C280 delivers on the same Cat brand promise as the 3606 engines, which developed a long-standing reputation on the waterways as a reliable workhorse,” Turnage noted. “With the increasing demands for the C280 platform on inland waterway applications, we’ve become incredibly proficient at completing comprehensive repowers quickly to get our customers’ vessels back on the water.”

Cat marine power and propulsion solutions are backed by the worldwide Cat dealer network with trained technicians to ensure service support is never out of reach. For more information on Caterpillar Marine, visit [www.marine.cat.com](http://www.marine.cat.com). For information on Cat Propulsion products, visit [www.catpropulsion.com](http://www.catpropulsion.com). Follow us on Facebook: [www.facebook.com/caterpillarmarine](http://www.facebook.com/caterpillarmarine) and Twitter @catmarineglobal



# Marine Diesel Parts Supply

Fuel equipment  
Cylinderheads  
Cylinderunits  
Exchange parts  
Piston rings  
Bearings

**Got MAN...**

L16/24	L21/31	L23/30
L27/38	L28/32	L+V 32/40(CD)

**... or HIMSSEN problems?**

H21/32	H25/33	H32/40
--------	--------	--------

Inlet, Exhaust valves  
Seats and Guides  
Overhaul kits  
Tools  
Reconditioning  
Turbo spares

**We supply Original Licensee Parts**

Located in Port of Rotterdam  
www.mdps.nl  
info@mdps.nl

45 min from Antwerp and Amsterdam  
24 hrs +31-6-20804472  
Office +31-6-5083 3809



**PRETTIGE FEESTDAGEN  
EN EEN VOORSPOEDIG NIEUWJAAR  
BERT EN CARLA LAMERS**

**Bert & Carla Lamers**  
(Left ) and **Capt and crew**  
**Heerema's HERMOD**  
(Right) wishing all readers  
a Merry Christmas and a  
Happy New year  
**CLICK on the cards !**



Spliethoff's **SPIEGELGRACHT** "riding high" along the Dutch Coast –  
**Photo : FLYING FOCUS luchtfotografie [www.flyingfocus.nl](http://www.flyingfocus.nl)**



## Abu Dhabi announces new island stopover destination

Abu Dhabi: Sir Bani Yas Island will be available as Abu Dhabi's very first island stopover destination for cruise vessels



in the fourth quarter of 2015. Noura Al Dhaheri, Abu Dhabi Ports Company's (ADPC) cruise terminal manager, made the announcement at an event this week. Al Dhaheri is responsible for developing cruise business at Zayed Port.

Left : The **COSTA NEO RIVIERA** moored in Dubai  
Photo : Kees van Schie ©

"[Sir Bani Yas Island] is already known as a luxury nature-based destination with a range of adventure activities," ADPC said

in a statement. Work on Abu Dhabi's new cruise terminal project has commenced. The new building and facilities will have space for three cruise vessels at a time and be able to handle more than 2,500 passengers simultaneously. Construction of the new terminal building will begin in January; ADPC says the new terminal will be operational by the fourth quarter of 2015. Source : Asia Cruise News

## The moral high ground

Pirates around the world will be greatly heartened by the award for "moral damages" made by the European Court of Human Rights to a gang of their Somali compatriots whose detention by the French military in 2008 was judged by them to be lacking in legal niceties.

Apparently the French army, which had arrested this bunch on the high seas and taken them all the way back to France to stand trial, took two days longer than they should have done before arraigning them before a magistrate. The court made a separate award for the pirates' legal costs. Adding insult to injury, the judges then compensated another nine Somali pirates arrested by a Danish warship after attacking the Torm Kansas, for the delay they suffered in 2013 when it took 13 days for them to face a judge in the Seychelles.

There are, perhaps, two ways of looking at such decisions. If the human rights of pirates are deemed more important than those of seafarers (which regrettably seems often to be the case), they will be seen as a triumph of civilised jurisprudence. But to seafarers in the Indian Ocean, on double watches behind their banks of razor wire, with their armed guards insisting that they regularly practice their "citadel drill", they will be regarded as a disgrace.

Who knows, once the pirates' lawyers have digested the fruits of their success, they will be suing their clients' captors for loss of earnings, perhaps even demanding compensation for their burned skiffs, outboard motors and lost armaments. They will be wanting replacement costs for the tall aluminium window-cleaners' ladders which seem to be an integral part of a pirate's outfit and which cannot be cheap.

But none of these judgements can be a subject for anything other than outrage and ridicule, if one thinks for more than a microsecond of all the misery which this nauseating tribe of bandits have inflicted upon merchant mariners over the last ten years. It was the anticipation of ridiculous legal judgements such as this which would have persuaded so many of the officers commanding warships who had captured pirates to simply put them ashore on the beaches of their failed state, to go a-pirating again.

There was an understandable reaction from the Maritime Piracy Humanitarian Response programme, whose director Roy Paul suggested that the decision of the court was "an insult to the seafarers and yachtsmen they attacked" and that the pirates effectively had given up their rights "when they set sail to attack innocent seafarers who were simply doing their essential work".

It is perhaps worth noting that the first batch of pirates to be compensated, whose rights were so grievously harmed, were captured in 2008, when the pirates' "business plan" was still evolving and their depredations were only just

starting to properly register with governments. There was then an endless debate about the legality of armed guards, their rules of engagement, and whether they were more likely to mistakenly shoot the crew. Sometimes it seemed that the international lawyers were even then acting for the pirates.

The MPHR remind us that the peak of the pirate attacks took place in 2011, when there were 32 ships and 736 hostages in the grisly hands of these barbarians. Merchant mariners might be excused from wondering whether, while all these legal debates were proceeding, the pirates sensitivities might have been thought rather more important than the lives and liberty of seafarers. Pirate chiefs must have been chuckling. Thank goodness for Hollywood and "Captain Philips". This might have restored the balance, and promoted awareness, although doubtless some of the kinsfolk of those pirates who came to a sticky end in the real incident will now be consulting their learned friends, encouraged no end by the ECHR and its curious judgements. **Source : seatrade-global.com**



**Sima Charters BV**  
Charter & sales crew • pilot • survey vessels

[www.simacharters.com](http://www.simacharters.com)

Sima Charters specializes in launch services to the anchorages off the Dutch and Belgian coast.

We also provide Crew Transfer Vessels to a variety of Offshore projects such as windfarms, oil and gas platforms and salvage and dredging projects.

Being fully ISO/ISM qualified, we set the standard for the industry.

Together with selling or chartering of existing vessels we can also organize the build of new vessels for third parties based on our own designs.

Het Ambacht 19, 3155 AK Maasland, the Netherlands  
t +31 10 434 63 87 f +31 10 234 14 24 [info@simacharters.com](mailto:info@simacharters.com)  
[www.simacharters.com](http://www.simacharters.com)



The **MONARCH** outbound from Cartagena – **Photo : Franky Moens ©**

## **SBM Offshore Plans to Cut About 1,200 Jobs as Oil Prices Tumble**

**SBM Offshore NV** plans to cut 600 jobs and release an equal number of contract staff this year and next as oil prices trade near the lowest in more than five years. "Workforce-reduction plans will vary by country, based on local legal requirements and in close consultation with work councils and employee representatives," the Schiedam, Netherlands-based supplier of floating oil platforms said today. SBM said redundancy costs will probably be \$25 million.

The plunge in crude prices since June is blowing through the oil-services industry as clients peg back spending on finding and developing fields. The slump is forcing dividend cuts, writedowns and consolidation among companies that supply rigs, build platforms and survey deposits. SBM, which has 10,500 staff, said last month its order intake has been affected by the slowdown. "Although we regret losing some of our colleagues, we believe these steps are necessary to deliver value to our stakeholders and drive profitable growth over time," Chief Executive Officer Bruno



Chabas said in the statement. SBM has fallen 37 percent in Amsterdam trading this year, the second-biggest drop in the 24-member AEX-index. (AEX) This values the company at 1.95 billion euros (2.4 billion). For Related News and Information: SBM Bribery Probe in Brazil Puts Petrobras Contracts at Risk SBM Pays \$240 Million to Settle Case With Dutch Prosecutor Oil Trades Near 5-Year Low as Saudis Question Need to Cut Output Top oil stories Top Netherlands News Source: Bloomberg



Top : **Van Wijngaarden** wishing all readers a Merry Christmas and a Happy New Year  
Right : **Antonio Fernandez Acosta** wishing all readers Merry Christmas an Happy New Year.



Season's greeting from every body at **GAC**

[CLICK HERE](#)

**CLICK ON THE CARDS !**



## USS Paul Hamilton Rescues Missing Mariner

Arleigh Burke-class guided-missile destroyer [USS Paul Hamilton \(DDG 60\)](#) rescued a stranded mariner Dec. 9 while operating south of the Hawaiian Islands. Paul Hamilton Sailors rendered assistance to Ron Ingraham after receiving a distress call from U.S. Coast Guard District 14's Honolulu Sector. Ingraham, stranded at sea since Nov. 27, was caught in a storm that blew his vessel approximately 200 miles south of the Hawaiian Islands, leaving him without food or water for 12 days. The Coast Guard ceased searching for Ingraham Dec. 1 after Coast Guard and Navy crews conducted an extensive search of the area, flying 59 sorties and covering approximately 12,000 square miles.

"I thought I was going to die today," said Ingraham. "You guys are heroes." Paul Hamilton received the call while approximately 14 miles from the vessel's last known position and arrived on scene about 30 minutes later. Once on scene, Sailors aboard Paul Hamilton launched a seven-meter rigid-hull inflatable boat (RHIB) to render assistance.

The RHIB crew of **Paul Hamilton**, that comprised Ensign John Crow from San Diego, Petty Officer Majelle Medrano-Pangasinan from the Republic of the Philippines, Petty Officer Jeffery Hansen, from Tacoma, Washington, Petty Officer Darren Purvis, from Raleigh, North Carolina, and Petty Officer Michael Farbridge-Currie, from Las Vegas, provided food, water and medical attention. Ingraham embarked Paul Hamilton while awaiting a Coast Guard cutter to take him and tow his vessel, Malia, back to port. "We are grateful to be a lifelong friend of Mr. Ron Ingraham," said Paul

Hamilton Commanding Officer Cmdr. John Barsano. "Sailors on board Paul Hamilton have a heroic sea story to share and an early Christmas gift -- saving a life."

Paul Hamilton is one of eight surface warfare ships of Commander, Destroyer Squadron 21. The ship maintains warfighting readiness, capable of operating forward with allies and partners in the Western Pacific to deter aggression and preserve peace. Joint, interagency and international relationships strengthen U.S. 3rd Fleet's ability to respond to crisis and protect the collective maritime interests of the U.S. and its allies and partners Source : US Navy



## CT Offshore completes Borkum Riffgrund interarray cabling

**CT Offshore** has completed laying the web of interarray cables at Dong's 312MW **Borkum Riffgrund 1** wind farm off Germany. The A2Sea-owned contractor installed and buried the 44 lines linking the development's 78 Siemens SWT-4.0-130 turbines using its **SIA cable lay vessel**. "The valuable experience gained from the West of Duddon Sands and Gwynt y Môr projects earlier this year has played an important role to secure a smooth running project," says CT Offshore director of project management Hans Peter Johannsen. "It has been our first large project in German waters and our ROV [remotely operated vehicles] and trenching team has in the best and fastest way possible managed to bury the cables, using the **VOS Sympathy** vessel followed by our survey vessel **MV Sander 2**," he adds. **Borkum Riffgrund 1**, located 55km off the north-west coast of Germany, will be one of the country's largest, producing enough electricity to supply nearly 330,000 households. The next large project in the pipeline for **CT Offshore** is the Gode Wind 2+1 project. Source : recharge

## BW Pacific signs Product Tanker shipbuilding contract with STX Offshore and Shipbuilding

**BW Pacific** has signed shipbuilding contracts with **STX Offshore and Shipbuilding Co. Ltd. (STX)** for four Long Range 1 (LR1) product tankers on 11 December 2014. The agreement with STX includes options for additional vessels, the company said in its press release.

The four firm newbuildings will be delivered in late 2016 and early 2017 and is part of a fleet renewal program. Andreas Sohmen-Pao, Chairman BW Pacific, says: "BW Pacific looks forward to receiving high quality and technologically advanced newbuildings from STX Offshore and Shipbuilding. By renewing our current fleet with well-built vessels, BW Pacific will continue to strive for outstanding service to customers. We have strong ambitions in the product tanker segment and these vessels will continue our steady growth in the sector." The newbuildings will bring BW Pacific's product tanker fleet size to 43. BW Pacific is a joint venture between BW Group and PAG. The BW Group operates a fleet of 150 owned, part-owned or controlled vessels in the tanker, gas and offshore segments. PAG



(formerly known as Pacific Alliance Group) is one of the region's largest Asia-focused investment managers with funds under management across Private Equity, Real Estate and Absolute Return strategies. [Source : PortNews](#)

## Petrobras ships FPSO P-66 hull to Rio shipyard

Petrobras began transporting the hull of **P-66** on Monday – the first platform in a series of eight replicant FPSOs (floating production, storage and offloading units) being constructed to meet oil production demands in Brazil. Petrobras began transporting the hull of P-66 on Monday – the first platform in a series of eight replicant FPSOs (floating production, storage and offloading units) being constructed to meet oil production demands in Brazil.

At Brasfels, the modules will be installed on the hull, and equipment and systems will be integrated, interconnected and tested. Having left the Rio Grande 1 shipyard, located in the city of Rio Grande, state of Rio Grande do Sul, the first replicant hull is now on its way to the Brasfels shipyard, in Angra dos Reis, Rio de Janeiro, where it is expected to arrive on December 18.

At Brasfels, the modules will be installed on the hull, and equipment and systems will be integrated, interconnected and tested. This is the first FPSO hull completely built in the country. P-66 will be deployed in the Lula field, on the Lula South module, in the pre-salt layer of Santos Basin, operated by Petrobras (65 per cent) in partnership with BG E&P Brasil (25 per cent) and Petrogal Brasil (10 per cent). [Source : oilandgastechology](#)



A new record for the port of Antwerp! **MSC NEW YORK** was the biggest ship ever to pass the Berendrecht lock. On the photo the giant vessel, 399 meters long and 54 meters wide, enters the lock on her way back to sea. [Photo : Adri de Schipper ©](#)

## Eight felony counts, \$12 million fines for Shell's Arctic drilling contractor

The contractor employed by Shell Oil, during its gaffe-prone 2012 effort to drill in Alaska's Chukchi Sea, has pleaded guilty to eight felony offenses for violating environmental and safety laws, and will pay \$12.2 million in fines and community service payments.

Noble Drilling LLC owned and operated the drilling ship Nobel Discoverer, best known for nearly running aground on Unalaska Island in the summer of 2012. Numerous violations were discovered during a U.S. Coast Guard inspection at Seward later that year. One charge related to the Kulluk, a Shell-owned vessel operated by Noble Drilling, which broke loose from its tow lines during a Gulf of Alaska storm, and ran aground on Sitkalidak Island, near Kodiak, on December 31, 2012. The Kulluk was damaged and taken to Asia for repairs.

"Issues noted related to the Kulluk focused on record keeping," Noble Drilling said in a statement. "Concerns related to the Nobel Discoverer have been addressed during the renovation and modernization of the rig which occurred as part

of an extensive shipyard program conducted in Kodiak and Singapore."Shell has not ventured into the Chukchi Sea since 2012. Environmental groups are suing to keep it out of Arctic waters off western Alaska. The Chukchi is a major summer feeding area for gray whales which migrate north through Washington waters each spring.Shell has not given up on the Noble Discoverer or plans to drill in the Chukchi.

It has filed plans with the U.S. Bureau of Ocean Energy Management, calling for the Noble Discoverer and a second ship, Polar Pioneer, to drill as many as six wells. The Noble Discoverer has been "ice strengthened," claims the oil giant, with "state of the art drilling and well control equipment."According to the plea agreement, Noble Drilling violated three federal laws, the Ports & Waterways Safety Act, the Act to Prevent Pollution from Ships, and the (wordy) Nonindigenous Aquatic Nuisance Prevention and Control Act."During 2012 the Noble Discoverer experienced numerous problems with its main propulsion system, including its main engine and its propeller shaft, resulting in engine shutdowns, equipment failures and unsafe conditions," said the plea agreement.

The offenses included false log entries and failure to report shutdowns to the Coast Guard. An inoperative oil-water separator caused untreated waste water to be dumped overboard. The Noble Discoverer dumped bilge water into a bay at Unalaska."We believe these are serious offenses and the charges and penalties reflect that level of seriousness," first assistant U.S. Attorney Kevin Feldis told an Anchorage News Conference, as reported by Alaska Dispatch News.Feldis was asked whether Shell, which owns the Kulluk, was aware of the environmental and safety offenses being committed by Noble Drilling. We're not going to venture beyond the charges we have here today," he replied.

A Shell spokeswoman, Megan Baldino, said in a statement: "While Noble has worked to resolve all of the issues and has appropriately accepted responsibility, we've made clear that the actions in 2012 are not acceptable."

Shell has invested more than \$5 billion in Arctic drilling leases, equipment — including major renovations and repairs to the Kulluk — and legal battles with environmental groups.The Chukchi Sea is home to an abundance of wildlife including the endangered polar bear, the seals that are its prey, a large walrus population, and the gray whales. It is on the receiving end of often-violent storms from Siberia. Uncertainty over ice flows forced Shell to curtain work in 2012 after partially drilling one well.Safety is paramount, in that the nearest Coast Guard facility is nearly 1,000 miles from drilling sites. An oil spill beneath pack ice would present unprecedented cleanup challenges. **Source : seattlepi**



**OCEANWIDE SAFETY AT SEA**

**OCEANWIDE S.a.S.**  
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM  
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS  
TEL NR: +31 (0)10 - 215 10 53 // FAX NR: +31 (0)10 - 423 01 36  
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL

**NORSAFE**  
Norsafe BV

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

## **Qatar joins Cruise Arabia partnership**

Doha: Qatar Tourism Authority is to become the fourth regional member of Cruise Arabia, alongside existing members from Oman, Dubai and Abu Dhabi.Cruise Arabia was formed in 2013 to promote the growth of cruise tourism in the Gulf Cooperation Council (GCC) countries. Qatar joins the Ministry of Tourism, Sultanate of Oman; Abu Dhabi Tourism and Culture Authority and Dubai's Department of Tourism and Commerce Marketing in the partnership."It is a key aim of our partnership to encourage tourists to cruise in the Arabian Gulf and the Gulf of Oman, not only from the traditional markets in Europe and North America but also from emerging ones in China and India," said Khalid Al Zadjali, director of tourism events for Oman's Ministry of Tourism, commenting on the new partnership. **Source : Asia Cruise News**





The **DIAVLOS PRIDE** moored in Malaga – Photo : Ko Rusman ©

## APL replaces China-Taiwan-Philippines NPX loop with new CS3 service

APL has launched a new CS3 service to supersede the NPX loop that deployed two 1,440 TEU ships, as part of an initiative to reorganise its China-Taiwan-Philippines coverage. The CS3 is operated by three 1,400 to 2,400 TEU ships - the 2,468 TEU **APL Jeddah** and the two ships that used to run the NPX, the **Cape Fulmar** and **Sima Sapphire**. Both of the 1,440-TEU ships are chartered, whereas APL owns the largest ship.

The weekly service includes a call at Busan and a stop at Cubic Bay in the Manila neighborhood that were not covered with the NPX. The port rotation for the CS3 is Busan, Lianyungang, Shenzhen-Chiwan, Hong Kong, Kaohsiung, Subic Bay, Cagayan de Oro (Mindanao), Kaohsiung and back to Busan. APL will continue to serve Cebu, which was on the NPX port rotation, through slots on the Kaohsiung-Cebu X-Press (KCX) service, a common feeder service operated by X-Press Feeders. Mindanao Island continues to be served with a call at Cagayan de Oro, reported Alphaliner. The NPX previously called at Hong Kong, Shenzhen-Chiwan, Kaohsiung, Cagayan de Oro, Cebu, Cagayan de Oro, Kaohsiung, returning to Hong Kong. Source : Asian Shipper

## Toll Group to replace Bass Strait vessels in 2019



GRAND DESIGN: A concept illustration of one of the new **Toll Group** ships scheduled to be on the Bass Strait route in 2019.

**TOLL Group** expects to have two new ships on the Bass Strait run by mid-2019. The new ships will replace the **Tasmanian Achiever** and the **Victorian Reliance**.

**SeaRoad Shipping** announced on Wednesday it was in the process of buying a new gas-powered ship for the Bass Strait run. Toll Group spokesman Christopher Whitefield said yesterday the company was committed to replacing its current Bass Strait vessels with new generation vessels.

"The range of new ships currently being evaluated for construction will help us meet Tasmania 's freight requirements for decades to come and are a demonstration of Toll's commitment to meeting the state's long-term freight transport needs," Mr Whitefield said.

He did not rule out a gas-powered vessel or a hybrid version.

He said the ships under evaluation would offer a range of benefits including:

- greater operational capacity;
- more flexibility for switching capacity from domestic container freight to domestic trailer freight;
- reduced loading and unloading time through the use of multiple decks;
- a reduced carbon footprint through the use of cleaner or alternative fuel;
- the ability to cater for domestic trailer and container freight; and
- The ability to cater for current and additional 20-foot and 40-foot export containers.

The Toll Group would not reveal the cost, size or freight savings the new ships could bring.

Yesterday The Advocate revealed SeaRoad Shipping chairman Chas Kelly's plans to berth a world-first natural-gas fuelled roll-on roll-off freight vessel at Devonport. Both shipping investments were great news for Devonport, Mayor Steve Martin said. Alderman Martin is member of the Tasmanian Logistics Committee.

"It's an injection of confidence into Tasmania and certainly the business and agricultural sectors," he said.

State Infrastructure Minister Rene Hidding said the Liberal government had been aware of the private sector's plans for Bass Strait and expected the plans to be delivered.

"A robust private sector freight industry is key to our overall freight strategy," Mr Hidding said. "We welcome the recent announcements from both Toll and SeaRoad as a vindication of our policy stance on Bass Strait freight." State Opposition leader Bryan Green welcomed the news Toll was backing exporters by investing in two new freight vessels. "This will give exporters confidence about the long term," he said. "In government, Labor was determined to get a better outcome on freight and there are still big challenges in the short-to-medium term." Fresh freight is a serious issue right now, but the Liberals seem too busy patting themselves on the back to address it." **Source : The Advocate**

## **Brazil govt plans Petrobras asset-backed debt offer -minister**

The Brazilian government is working on a plan to help embattled state-controlled oil producer Petrobras borrow money through an offering of asset-backed securities before year end, Mines and Energy Minister Edison Lobão said on Thursday.

The plan, under which the National Treasury and state-run power holding company Eletrobras would guarantee an issuance of debt, was conceived to help Petroleo Brasileiro SA, as Petrobras is formally known, fund exploration and other operations next year, Lobão told reporters in Brasilia.

He declined to give details of the deal. But he said that 9 billion reais (\$3.4 billion) that Eletrobras owes to Petrobras from the purchase of fuel for thermal electricity plants will be used as collateral for the debt issuance, with the government guaranteeing two-thirds of the deal and Eletrobras the rest. Lobão expects the deal to be formally announced by the end of the week.

His remarks came as concerns mounted over Petrobras' ability to raise funds for next year amid a widespread corruption scandal. Bankers warned that Petrobras risks being left out of capital markets temporarily because the scandal is impairing its ability to issue audited financial information, a precondition for any capital markets transaction.

The government-backed debt deal shows that Petrobras is looking for alternatives to keep financing its five-year, \$220 billion investment plan, the largest in the global oil industry. Preferred shares of Petrobras slumped 3.8 percent, while the price on the company's global bond due in March 2024 dropped by about one cent on the dollar to 96.750 cents.



The Rio de Janeiro-based company borrows about one-half of its \$40 billion in annual capital spending mostly from bond investors. It typically taps bond markets early in the year and has arranged a first-quarter global bond offering in five of the past eight years. Banks and investors in Brazil may shrug off the risk of extending credit to Petrobras, and local loan and bond markets are too small to supply the company with financing, bankers told Reuters. Source : Reuters (Writing by Guillermo Parra-Bernal; Editing by Todd Benson and Jeffrey Benkoe)

## First LNG tug arrives and it's a whopper



THE first LNG tug boat has arrived and is now officially Gladstone-registered, with crews removing the 'Singapore' signage on Thursday. The tug is one of five that will be delivered from **Sanmar Shipyard** in Turkey between now and June 2015.



**Smit Lamnalco** general manager **Fred Rutgers** said maritime law dictated that the vessel sailed from Turkey to Gladstone under a Singapore flag. "But the moment the **Curtis Island** (tug boat) arrived we registered under the Australian flag and now we can use that on the vessel," he said. "We are a Gladstone entity so we wanted to have that name on the tug."



**Mr Rutgers** said naming tugs was always a big occasion. "We asked the crews to come up with ideas," he said. The decision was to go with the names of the surrounding islands.

"It's something for the Gladstone region and it symbolises the ports." The tugs will be named: **SL Curtis Island, SL Heron Island, SL Quoin Island, SL Wiggins Island, and SL Boyne Island.**

The first tug now has to wait for the first LNG ship to require her services. For now, the crew is getting to know the ins and outs of the tug at its new home base at the **RG Tanna Terminal**. General manager **Fred Rutgers** said the five LNG tugs were a big investment for the company. "The shipping yard (in Turkey) has provided exceptional quality vessels," he said. "All the extra gear is really well advanced." Engineer **Desmond Bull** said the tugs were bigger than their counterparts that worked in the harbour and they had a higher capacity workload. "They are quite solidly built," he said, "with technology almost like a ship." "Now that she's fuelled up the masters can practice." The tug was filled with 65,000cu m of fuel on Wednesday. Source : gladstoneobserver

## Night-time noises to be fixed in ferry refit

The returning **STENA ALEGRA** ferry will get a muted welcome by a Picton resident annoyed by its noisy nature. Lewis Jennings said the ferry sounded similar to a chainsaw when she was docked in Picton during her six-month stint on the Cook Strait earlier this year. Jennings got so fed up with the booming tones during the night he called Marlborough District Council's noise control officers. "When the ship is docked it has a noise like a chainsaw operating in the next street," Jennings said. KiwiRail announced on Tuesday that the **STENA ALEGRA** would return to replace its 31-year-old Cook Strait rail ferry **ARAHURA**.

The ferry will be chartered for five years and have a significant upgrade at an Asian dry dock before arriving in Wellington. A KiwiRail spokesman said they were aware the **STENA ALEGRA** sounded different to their other ships but were confident they could reduce the impact of her noise on residents. The ship's exhaust, engine room and cargo fans had been identified as sources of noise, KiwiRail said.

Measures to reduce the noise were being looked at during the ship's \$25 million refurbishment. "When the **STENA ALEGRA** arrives in New Zealand in 2015, it will be after a full programme of refurbishments to the engine room, propulsion system, passenger areas, berthing equipment and bridge and navigation systems," KiwiRail said. "We are confident the **STENA ALEGRA** is the right ship for the job and will offer an improved service to freight and passenger customers alike." Jennings, a former ship engineer, believed the noise was caused by air being pumped around the ship. "The noise depends on the outside temperature and how much air needs to be shifted through the ship," he said. The **STENA ALEGRA** was chartered by Interislander as a six-month replacement earlier this year for the Aratere, which lost a propeller when a shaft broke. People were prepared to put up with the noise because it was temporary fixture, Jennings said. "The good people of Picton accepted that the night noise issue was short lived and we acknowledged KiwiRail was in a bind and we quietly acknowledged the **STENA ALEGRA** would go away for good. Picton residents are horrified it is going to be back. The **STENA ALEGRA** is not welcome in Picton. It must not return," Jennings said. KiwiRail would work alongside the Marlborough District Council to monitor the noise from the ship once she arrived next year. [Source : Marlborough Express](#)

## NAVY NEWS

## Taiwan Navy releases video of sea trial of self-designed corvette

The Navy of Taiwan has released a video that records sea trials of the first of a locally designed stealth missile corvette as it prepares to take delivery of the vessel from a local shipbuilder. The video was released during a media tour of Navy Headquarters in Taipei Wednesday.

Navy officials said the results of the sea trials of the 500-ton corvette -- the **Tuo Jiang**, or the Tuo River -- were satisfactory, praising the boat's high performance and high mobility. They noted that the corvette reached a maximum of speed of more than 38 knots during recent sea trials. The boat is in its final stages of testing and the Navy is expected to take delivery of the corvette by the end of this month, the officials said. The **Tuo Jiang** will be commissioned soon after the Navy receives it and it will be based in Suao, Yilan County, they said.

Armaments with which the twin-hull Hsun-hai class corvette will be equipped include locally developed Hsiung Feng II and Hsiung Feng III anti-ship missiles, the Navy said. Taiwan's Lung Teh Shipbuilding Co. was commissioned to build the corvette. Construction of the vessel began in November 2012 and the **Tuo Jiang** was christened in March this year. [CLICK HERE TO SEE THE VIDEO](#)

It has a range of 2,000 nautical miles, and measures 60.4 meters in length and 14 meters in width, with a crew of 41. The Navy plans to commission between eight and 12 of the corvettes if sufficient budget can be obtained. During Wednesday's tour, the Navy also staged an anti-terrorism drill. Members of the Marine Corps and the Special Service Company demonstrated their abilities to rescue hostages and take down terrorists. [Source : focustaiwan](#)

## Embattled destroyer project to determine fate of local shipbuilding



**Defence Minister David Johnston announces a plan to build a "sovereign industry around submarines" but doesn't answer questions about where Australia's new submarines will be built.**

The Abbott government has announced a rejig of the troubled Air Warfare Destroyer project that will serve as a test case for the future of naval shipbuilding in Australia.

In a press conference spruiking the government's plans for local shipbuilding in the wake of a poor performance in a South Australian state by-election, Defence Minister David Johnston also said he would create a "sovereign submarine industry" but refused to give any detail as to what that involves. Some Liberals have blamed the bad result in the the



SA state seat of Fisher at the weekend partly on Senator Johnston's recent claim that he wouldn't trust the Adelaide-based government shipbuilder ASC to "build a canoe". Nervousness is compounded by the fact that a by-election is also set for the neighbouring seat of Davenport next month. Senator Johnston unveiled what he said was a "three-point plan" for shipbuilding: fixing the over-budget and behind schedule AWD project, creating the sovereign submarine industry, and developing a local industry around the building of future frigates within Australia.

Finance Minister Mathias Cormann, who also fronted the press conference, said the success or otherwise of getting the \$8.5 billion AWD project back on track would guide the government in future decisions about the fate of local shipbuilding. He said it was "critically important that we get the Air Warfare Destroyer program back on track so that we can demonstrate the capacity to deliver any future shipbuilding project competently, on time and on budget".

But he refused to explain whether further delays and cost blowouts on the project – which is already nearly two years over schedule and at least \$600 million over budget – would constitute a failure for the project's remediation and therefore doom local naval shipbuilding. He said there was still "work to be done to really get to the bottom of where the line in the sand actually is". "If we are not able to get this back on track in an appropriately efficient and effective way, then obviously that is going to be a problem in terms of demonstrating our future capacity to deliver the essential projects," he said.

Senator Johnston meanwhile refused to say whether his plans to create a "sovereign submarine industry" would involve building the

boats locally or only maintaining foreign-built boats in Australia. Senator Johnston has been on the back foot on the issue after promising in opposition to build 12 submarines in South Australia but then drifting away from that promise in government, with strong speculation that the government is planning to buy submarines from Japan.

After announcing the submarine industry plan, Senator Johnston then refused to spell out any detail, telling reporters: "If you're expecting me to give an announcement today as to what the exact route and way forward is you'll be a little disappointed." But he said Australia needed, one way or another, the "underpinnings of a successful, sustainable submarine enterprise or industry" as a "first step" to making sure the nation has a regionally dominant submarine.

Senator Johnston also brushed aside claims by a Liberal colleague that his recent incendiary remark that he would not trust Adelaide-based government shipbuilder ASC to "build a canoe" had contributed to the Liberals' disappointing performance in a state by-election at the weekend. South Australian MP and Assistant Infrastructure Minister Jamie Briggs said at the weekend that Senator Johnston's canoe remark was "very, very unhelpful".

Senator Johnston, when asked about the loss, said he would "reject the premise of that given the Labor party had a primary vote of 27 percent". Under the AWD rejig, ASC will remain a lead shipbuilder in the project's alliance structure, but greater management responsibility will temporarily be given to another key alliance member, Raytheon Australia, backed up by contractors BAE Systems and Navantia SA.

Senator Johnston blamed Labor for the expected broken promise over building 12 submarines in Adelaide, saying he had "swallowed whole" the then-government's claim that it was making good progress on the submarine program.

"They misled the whole of Australia to say, 'We're doing something on 12 Walt Disney-style submarines set out in the 2009 White Paper', then did nothing." **Source : The Sydney Morning Herald**

## NAVY SHIPS MOORED IN MONTEVIDEO

By : Piet Sinke ©



The National Navy of Uruguay (Armada Nacional del Uruguay) is a branch of the Armed Forces of Uruguay under the direction of the Ministry of National Defense and the commander in chief of the Navy (Comandante en Jefe de la Armada or COMAR) Admiral Juan H. Fernández. The Fleet Command is in charge of most of the actual ships of the fleet, the marines, and the naval aviation bases and aircraft the most of the navy vessels operated by Uruguay are purchase second hand units , as above seen, inside is moored 1 of the 2 purchased from Portugal [João Belo-class](#) frigates, this frigates are built in 1967 and 1968 resp. and built at Chantier Nantes, Dubigeon in the navy of Uruguay they are operating under the names [ROU 01 URYGUAY](#) and [ROU 02 COMANDANTE PEDRO CAMPBELL](#), at the outside is seen the replenishment oiler [ROU 4 GENERAL ARTIGAS](#) which is the German built [Luneburg class](#) support vessel [FREIBURG A 1413](#) which was commissioned in May 1968 into the German navy, in April 2005 the vessel was transferred to Uruguay and renamed [GENERAL ARTIGAS](#) as can be seen the vessel is refitted with a helipadnow. At the photo below are seen 3 other units , with moored alongside the quayside one of the three Commandant Riviere class frigates which were purchased from France. These 3 units were christened the [ROU 02 GENERAL ARTIGAS](#), the [ROU 01 URUGUAY](#), and the [ROU 03 MONTEVIDEO](#). But these units ran into problems, particularly with upkeep, and the [GENERAL ARTIGAS](#) was removed from service. In a decision between the two other ships, the [URUGUAY](#) was also decommissioned and the [MONTEVIDEO](#) received repairs and refurbishment so it is not really clear which frigate is seen on the photo most probably the decommissioned [URUGUAY](#) in the middle is seen the former German Salvage tug [HELGOLAND](#) now named [ROU 22 OYARVIDE](#) which was transferred to Uruguay in September 1998 and serves now as Survey vessel but can also act as salvage tug, icebreaker, and hydrographic research unit the tug was built in 1966 in Germany. on the outside is seen the [ROU 26 VANGUARDIA](#), original an [Piast class Salvage vessel](#) built in East Germany under the name [570 OTTO VON GUERICKE](#) for the Volksmarine and transferred to Uruguay in 1991 [Photo top + below : Willem Kappert ©](#)



## Indonesian Naval ship visits Kochi

Kochi: Commanding officers of the visiting Indonesian Naval Ship [KRI Frans Kaisiepo](#) on Monday called on Rear Admiral AK Jain, Chief of Staff of Southern Naval command. The ship, a Corvette, which was on a 3-day visit to Kochi, was commanded by Lieutenant Colonel (Navy) Ade Nanno Suward, a Defence press release said. Col (Navy) Arif Harnanto, the Indonesian resident Defence Attache at New Delhi, was also in Kochi in connection with the ship's visit.



During the visit, professional interactions were held at various training institutions of the Southern Naval Comand. Exchange of visits by specialist officers and men from both the navies were also held as part of the interaction. The ships had last visited Karachi, Pakistan, before arriving in Kochi on December 6. It left for Belawan in Indonesia this December 8<sup>th</sup>. Source : Zeenews

## SHIPYARD NEWS



**Jobs for Onshore Professionals**

Take a look at a selection of the onshore jobs on [www.tos.nl](http://www.tos.nl) in the sectors:

- Nautical & technical
- Engineering
- Ship building
- Renewable energy
- Oil & Gas

**TOS**  
Energy & Maritime Manpower

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl) • [info@tos.nl](mailto:info@tos.nl)

## Sharjah Ports Authority and Damen Shipyards celebrate keel laying of two new vessels



**Sharjah Ports Authority** and **Damen Shipyards** officially celebrated the keel laying of two new vessels on December 11. Mr. Mohammed Meer Al Sarrah, Director of



the Department of Seaports and Customs at the Hamriyah Free Zone Authority and Sharjah Airport International Free Zone presided over the ceremony, which was held at Damen Shipyards Sharjah, a new facility in the Dutch Group.

The United Arab Emirates port and customs authority has been a long-term customer of Damen and already has eight **Damen Stan Tugs** in its fleet. The new Damen **ASD Tug 2411** is the port's first ASD tug and the **Damen Stan Pilot 1605 FRP**, boasts the latest pilot boat design, with a chined hull and modified Axe Bow, providing superior sea keeping abilities. The new pilot vessel is capable of 33 knots. The order for the two new vessels is the first time the Port Authority will take delivery of vessels built in Hamriyah Free Zone in Sharjah, which is one of three ports owned

by Sharjah Ports Authority. With an 67 tonne bollard pull ahead, the **Damen ASD Tug 2411** will be deployed in KhorFakkan, while the pilot boat will be stationed in Port Khalid. The ASD Tug, which is equipped with FIFi 1 and water spraying notation.

### **Eight ASD tugs under construction**

Based in the Hamriyah Free Zone, Damen Shipyards Sharjah FZE was opened by His Highness Dr Shaikh Sultan Bin Mohammed Al Qasimi, Member of the Supreme Council and Ruler of Sharjah on January 13, 2014. Currently, eight vessels are under construction at the yard - four Damen ASD Tug 2411 and four **ASD Tug 2810** types.

**Pascal Slingerland**, Damen Sales Manager Middle East, who was previously the project manager for the construction of Damen Shipyards Sharjah, commented: "The ASD Tugs are highly maneuverable and powerful vessels and ideally suited for KhorFakkan, which has recently undergone a large expansion.

### **Reliability**

"The Port Authority knows our vessels are reliable; we have built some 60 **Damen ASD 2411 tugs** over the years and a large number of these vessels are operating very successfully here in the UAE. With such a large number of Damen tugs operating in this region, it is a big advantage that Damen is based in the Port Authority's own Free Zone, when construction is going on and thereafter so we can support Sharjah Port Authority with our onsite warranty and service engineers and our modern drydock facility."

In addition, ASD training is being provided by Damen after delivery of the vessel. "Our services could continue with a broad range of options for the deployment phase; from a computerized Maintenance Management System and technical assistance wherever needed, to training programs and Customer Service Agreements."

**Damen Shipyards Sharjah** has a 5,200 tonne ship lift and is suitable for new build vessels, repairs, maintenance and conversion activities. Full-time Damen service and warranty engineers are also based in Sharjah.

**Damen Shipyards Group** operates 32 ship- and repair yards, employing 8,000 people worldwide. Damen has delivered more than 5,000 vessels in more than 100 countries and delivers approx. 160 vessels annually to customers worldwide. Based on its unique, standardised ship-design concept Damen is able to guarantee consistent quality. Damen's focus on standardisation, modular construction and keeping vessels in stock leads to short delivery times, low 'total cost of ownership', high resale value and reliable performance. Furthermore, Damen vessels are based on thorough R&D and proven technology. Damen offers a wide range of products, including: tugs, workboats, naval and patrol vessels, high speed craft, cargo vessels, dredgers, vessels for the offshore industry, ferries, pontoons and super yachts. For nearly all vessel types Damen offers a broad range of Services, such as maintenance, spare parts delivery, training and transfer of (shipbuilding) know-how. To complete, Damen offers a variety of marine components, especially nozzles, rudders, anchors, anchor chains and steel works. In addition to ship design and shipbuilding, Damen Shiprepair & Conversion offers a network of 15 repair & conversion yards worldwide, with dry docks ranging up to 420 x 80 metres. Conversion projects range from adapting vessels to today's requirements and regulations to the complete conversion of large offshore structures. DS&C handles 1,500 repair and maintenance jobs annually.

## China Loses Shipbuilding Crown to South Korea

China is poised to lose its title as the world's biggest shipbuilding nation to South Korea for the first time in five years as several shipyards from Dalian to Guangzhou lay idle while others exit the industry amid a slump in orders.

Delivery of vessels from Chinese shipyards reached 10.73 million compensated gross tons, a measure of building time and human resources used per ton, in the first 11 months of this year, according to Clarkson Plc. That's less than the 11.13 million tons from South Korea, which is poised to take the top slot for the first time since 2009. China is still the world's No. 2. After two decades of a loan-fueled boom, China's shipbuilding industry has become saddled with debt and overcapacity, prompting some private firms to seek financial assistance from the state. In September, the government issued a list of 51 shipbuilders it deemed worthy of public support even as private shipyard China Rongsheng Heavy Industries Group Holdings Ltd. changes its focus to oil production instead.

"The downfall of the Chinese shipbuilding industry has become more evident," said Park Moo Hyun, an analyst at Hana Daetoo Securities Co. in Seoul. "The drop in deliveries comes as orders are falling, even as the backlog is increasing. This means shipowners are refusing to take the vessels and shipyards are failing to meet delivery deadlines." Outstanding deliveries at Chinese shipyards have grown 25 percent as yards hand over fewer vessels to customers. China's won 42 percent fewer new orders this year compared with 2013, according to Clarkson. The growth in backlog at Korean yards grew a relatively slower 13 percent. Rongsheng, once China's largest private shipyard, said in October it was shifting into the oil business. Meanwhile, some firms are seeking to merge under the government's restructuring



plan, with state-owned Guangzhou Shipyard International Co. last month announcing a 5.5 billion yuan (\$889 million) acquisition of other shipbuilding assets. [Source : Bloomberg](#)

## Russian shipbuilders move away from the world

No more more Russian ships will be built abroad, Deputy PM Dmitry Rogozin says, adding that a wave of new orders now will be placed in Russian yards. Rogozin, the deputy prime minister in charge of Russia's military-industrial complex, confirms that a major plan for the development of the Russian shipbuilding industry is to be presented by March 2015. The plan will include a list of construction orders for Russian yards until year 2025, Tass.ru reports. The decision is a response to the sanctions imposed by the EU and USA. "We have to handle this, it is a challenge which has been issued, and we will pick up that gauntlet and respond the following way: with our own work and with the stimulation of industrial growth", Rogozin said at a session in the Marine Collegium this week. According to the deputy PM, weekly government meetings will address coordination issues between the shipbuilding industry and the Ministry of Economic Development. Also the Marine Collegium, a government coordinating body for maritime issues, will play a key role in the process, he said.

"We have ended the discussion about where to build the necessary ships and marine equipment. The answer is clear: exclusively on the territory of our own country, by developing new yards, creating new competences, acquiring new scientific and technical capacity", Rogozin said, adding that both military and civilian technology will be included in the new regulation. Also technology for offshore oil exploration and production, a sector strongly hit by the western sanction regime, will be included in the shipbuilding nationalization plan. Rogozin argues that the country's yards will step up construction of civilian vessels as military orders are completed. However, he does not outline any clear plan for how to overcome the major technological gap, as well as lack of capacity, among Russian shipbuilders. Dmitry Rogozin's speech to the Marine Collegium comes only few days after President Putin's address to the federal assembly last week. In that speech, he announced the establishment of a special coordination center for the implementation of major industrial projects and placing of construction orders in Russian companies. [Source : Barents Observer](#)

## ASL Marine OSV newbuildings fall through



The **ASL HARMONY** moored at the ASL yard in Singapore [Photo : Piet Sinke © - CLICK on the photo !](#)

SINGAPORE: A wholly owned subsidiary of **ASL Marine Holdings** has reached an agreement with a customer on cancelling shipbuilding contracts for two offshore support vessels (OSVs). But the ASL board told the Singapore Exchange on 6 December that it is confident from its discussions with potential buyers and/or charterers that there is demand for the OSVs. The first vessel is due to be ready for operation by the end of the first quarter 2015, followed by the second ship in the third quarter. While revenues booked to date will have to be reversed unless the OSVs are sold, the board claimed ASL's financial fallout would be limited.

"However and regardless of the outcome of the current negotiations, the impact of the rescission on the earnings per share of the group for the financial year ending 30 June 2015 is unlikely to be significant," added the board. For the first quarter of its 2015 financial year - ending 30 September 2014 - **ASL Marine** posted earnings down 53.8% year-

on-year to SGD68.5M (\$53M). ASL Marine mainly attributed the declines to lower revenue from its shipbuilding, ship repairing, and conversion divisions. **Source : ihsmaritime360**

## **President Jokowi visits shipyard in Busan**

Indonesian President Joko Widodo (Jokowi) conducted an inspection of the activities at the Shipbuilding and Marine Engineering (DSME) shipyard in Busan, South Korea, on Thursday. The president inspected the ship replica exhibition room and received information from the DSME officers. "The ships are good," Jokowi remarked here.

During the visit, Jokowi was accompanied by several officials such as Economic Coordinating Minister Sofyan Djalil, Foreign Affairs Minister Retno L.P. Marsudi, Administrative and Bureaucratic Reform Minister Yuddy Chrisnandi, and Chief of State Intelligence Agency Marciano Norman. Jokowi lauded the ship-building technology implemented in DSME.

"It is an amazing technology," wrote Jokowi in the DSME guest list. The DSME is collaborating with PAL Ltd. Co. for developing three submarines, which were ordered by Indonesia, at a total investment of US\$250 million. "Two submarines will be built in South Korea, while another one will be built in Indonesia," Marciano Norman remarked.

The Chang Bogo-class submarines are expected to be delivered to Indonesia in 2017 and 2018, which will help to increase Indonesia's naval fleet to five submarines. Currently, Indonesia is operating two submarines that were made in Germany in 1981. "We need balanced military power," Marciano stated. Jokowi visited the country to attend the South Korea-ASEAN Summit, which had been established 25 years ago. **Source : Antaranews**

## **Second batch of shipbuilding "white list" released**

Beijing: China's Ministry of Industry and Information Technology (MIIT) has released the second batch of its "white list" for the shipbuilding industry. The second batch is an addition to the 51 shipyards already on the list, and has only added another 9 shipyards made up of CSSC Chengxi Shipyard, CSSC Xijiang Shipyard, Chongqing Chuandong Shipbuilding Industry, Tianjin Xingang Shipbuilding Heavy Industry, Cosco Zhoushan Shipyard, AVIC Weihai Shipyard, Jiangsu Hongqiang Heavy Industry, Taizhou Maple Leaf Shipbuilding, and Guangdong Yuexin Ocean Engineering.

Currently MIIT is also working on a white list for offshore platform builders. **Source : sinoshipnews**

## **Oleg Shumakov tapped as Yantar Shipyard's interim CEO**

Chief Operations Officer of **JSC Baltiysky Shipbuilding Plant "Yantar" (Yantar Shipyard)** Oleg Shumakov was appointed as Acting CEO of Yantar Shipyard, effective as from December 11, the shipbuilding firm's press service told IAA PortNews. The appointment decision was approved at a meeting of the Board of Directors of the shipbuilding company on 10 December. The powers of the former Acting CEO of Yantar Shipyard Victor Tutynin were terminated effective December 10.

Kaliningrad, Russia based Baltic Shipbuilding Plant "Yantar" (Yantar Shipyard) was founded on July 8, 1945 on the basis of a Koenigsberg unit of German's Schichau Werft. Yantar Shipyard specializes in building and repairs of warships and civil boats. Throughout the years the Shipyard has built 154 warships and more than 500 merchant vessels. The Russian Government holds majority stake in the shipbuilding firm through Western Center of Shipbuilding, a subsidiary of state-owned United Shipbuilding Corporation. **Source : Portnews**

## **Pella Shipyard launches second salvage tug "MB-123" for the Russian Navy**

Leningrad region, Russia based **Shipyard "Pella"** on December 10, 2014 held a launching ceremony for yet another multipurpose salvage tugboat "MB-123" of new **project 02980 (PS-45, Hull No 802)**, the shipbuilder said in a press release. This is the second vessel in a series of salvage tugs under construction for the Russian Navy.

The serial tug is designed to perform ranged services: towing of seagoing vessels, floating units and structures in the ice and clean waters, supplying offshore facilities with equipment and materials, fast supply of personnel and goods, assisting construction at offshore facilities in the sea, participation in salvage operations, providing assistance to stricken ships, conduct SAR operations and evacuation of people, providing them with medical care, rescue operation



in areas of shipping, offshore oil and gas fields, extinguish fires on floating and shore-based facilities, extinguish burning oil on the sea surface, and response to oil spills. Also the tug can assist in cargo transshipments at ports, operate on shallow waters and coastal shelf, support diving works. The ice class tug is able break the 1-meter-thick ice at a speed of 2÷5 knots and escort ships at speed of 10 knots.

General characteristics: length overall - 48 m, breadth overall - 13 m, draft - 5.4 m, speed - 14.5 knots, bollard pull - 80 tonnes, displacement - 1,216 tonnes, main engines rated power - 2x2666 kW.

JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the parent company and several subsidiaries. The shipbuilding firm specializes in building harbor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
CLICK [HERE](#) AND REGISTER FOR FREE !**

## **ROUTE, PORTS & SERVICES**



**ANY SHIP OR DESTINATION...  
WE DELIVER**

**SHIP DELIVERY  
CREW MANAGEMENT  
MARITIME RECRUITMENT**

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

[www.redwise.com](http://www.redwise.com)

## **DP World starts expansion of Sokhna Port's third basin**

Dubai: Expansion work began two weeks ago on the third basin at Sokhna port, Egypt, which will include new liquid bulk and general cargo terminals, DP World (Egypt)'s executive director Ibrahim Al Hammadi has confirmed.

DP World (Egypt) has signed an agreement with the Egyptian Ministry of Transport to begin construction of the second dock early next year, which includes two new container terminals. Dubai-based DP World owns Sokhna Port and operates several terminals there. Construction of the new dock will take two years, with total investments likely to be close to \$750m, Al Hammadi said in a press conference this week. Hammadi added that container volumes at Port Sokhna started to recover during 2014, following a drop of 30% over the past year. The port aims to handle 550,000 TEU before the end of 2014. The company expects container traffic to further recover next year after the implementation of these new expansions. The port's current capacity is 1.1m TEU. The company has been able to resolve dockworkers' strikes at the port, noted Al Hammadi. DP World is considering opening new markets in East and West Africa, he told press. **Source : GulfShipNews**

## **Cruise identified as major component in Oman's tourism strategy**

Executives from Costa; Crystal Cruises; Cunard; Holland America Line; MSC Cruises; Noble Caledonia; P&O Cruises; Princess Cruises; Royal Caribbean International; Seabourn; Silversea; and TUI Cruises were in the Sultanate, along with GCC government representatives from the ports and tourism sectors, for high level discussions to debate the future of cruising in the region. Maitha Al Mahrooqi, undersecretary at Oman's Ministry of Tourism, Sultanate of Oman on Tuesday 9 December unveiled plans for the formation of a long-term tourism strategy which will identify the

fundamental requirements to establish Oman as a vibrant tourism destination, with the cruise sector being a major component.

Her Excellency was speaking during the first day of the Seatrade Middle East Cruise Forum which took place on December 9th and 10th at the Al Bustan Palace, a Ritz-Carlton hotel, in Muscat, Sultanate of Oman.

"Oman is an essential part of TUI Cruises' Middle East itineraries", commented Tine Oelmann, Director Port Operations, Shorex and Ground Handling. "Both Muscat and Khasab offer passengers a different experience after the cityscapes of the UAE. In Oman they can find heritage, culture and nature, highlighting the diversity of this region," she added.

TUI Cruises' **Mein Schiff 2** is currently operating its second Middle East winter cruise programme incorporating seven day butterfly cruises out of Dubai and the German brand is set to return again in 2015/16. Plans were also unveiled to deploy a 3rd ship, **Mein Schiff 3** to the region for 2016/17.

Also returning to Oman in 2015 is UK small ship operator **Noble Caledonia**. Island Sky will undertake a turnaround in Muscat, including overnight stay next November, with calls also in the Omani ports of Sur and Khasab. "Oman is a rich seam to be mined," commented Mike Deegan, Fleet Director.

"**Noble Caledonia** has been away from the Middle East for a few years now, but we are delighted with the itinerary that will take in Sur, Khasab and in 2016, Salalah. Part of our reason to be here for the Forum is to investigate more ports and islands along the Omani coastline – a fact-finding mission – to increase the experience for our passengers in the Sultanate of Oman."

News from Celebrity Cruises included details for its 2016-17 deployment and plans for many more overnight port stays including double overnights, maiden calls, new Arabian Sea and India itineraries and Signature Event Sailings that take in special celebrations. Round-trip sailings from Abu Dhabi with calls at Dubai and Muscat are among the new itineraries.

The Ministry of Tourism, Sultanate of Oman, took the opportunity to report an 18% increase in cruise passengers for 2014. According to Khalid Al Zadjali, Director of Tourism Events, Oman's Ministry of Tourism and host of the Forum: "In 2013, 115 ships called into Oman, a figure that is set to increase significantly increase over the coming three years." The Seatrade Middle East Cruise Forum continued yesterday with a conference that includes tourism authorities, port and immigration officials, as well as ship agents, airlines, destination management companies and other cruise industry stakeholders. **Source: [traveldailynews](#)**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again**  
**You can also read the latest newsletter daily online via the link : <http://newsletter.maasmondmaritime.com/ShippingNewsPdf/magazine.pdf>**

## **DFDS Seaways wins trophy at World Travel Awards in Anguilla**

**DFDS Seaways** has won, for the fourth successive year, the 'World's Leading Ferry Operator' trophy at the 2014 World Travel Awards Grand Final Gala Ceremony in Anguilla. The World Travel Awards celebrates excellence throughout the global travel, tourism and hospitality sector. The gala is hailed as the best and most important awards programme for the travel and tourism industry. The awards are handed out after counting votes from travel industry professionals, consumers and tour operators.

Back in August, DFDS Seaways was also rewarded with the title of Europe's Leading Ferry Operator at the European leg of the World Travel Awards. These two titles acknowledge DFDS Seaways' continuous strive for excellence and its dedication to provide convenient and flexible travel options to passengers, tour operators and coach drivers. "We are thrilled to be awarded the 'World's Leading Ferry Operator' title for the fourth time in a row," commented Max Foster, passenger director at DFDS Seaways.

"All of our staff has worked tirelessly for this prestigious award. The commitment and hard work of our staff translates to the very best travel experience for our guests." "We are dedicated to provide the best customer experience. It



humbles us to receive this accolade once again from our customers and industry peers."We believe that the ferry is still one of the most pleasant and cost effective ways to travel, despite a number of challenges facing the shipping industry, including the upcoming sulphur directive. We will continue to try to deliver the best travel service possible for all our customers."DFDS also operates a number of passenger ferry routes across the Baltic Sea, including a service between Copenhagen and Oslo. **Source : travelwires**

## **Maersk plans January increases totaling \$1,000 per 40-foot container**

**Maersk Line** sent out a clarification on its PSS, adding an additional \$40 per 20-foot container. The new pricing is accurately reflected in the table below. Maersk Line will implement a general rate increase and a peak season surcharge totaling \$1,000 per 40-foot container on cargo heading from Asia to the U.S. and Canada starting Jan. 15, the carrier announced today.

**Maersk** says it will attempt a GRI of \$540 per 20-foot container and \$600 per 40-foot container, on all of its **trans-Pacific cargo**. The carrier plans an additional peak-season surcharge of \$320 per 20-footer and \$400 per 40-footer on all dry and reefer shipments.

Total charges on a 20-foot container will be \$860, while 40-foot containers will see rate increases of \$1,000 and 45-foot containers will be subject to a \$1,270 increase. The customer advisory is the first GRI announced for January on the trans-Pacific route. Maersk's plans for a Dec. 15 trans-Pacific GRI of \$1,000 were followed two weeks later by identical increases by the the 14 other members of the Transpacific Stabilization Agreement. Members of the TSA are hoping a historically high \$1,000-per-FEU rate increase on Dec. 15 will help boost trans-Pacific eastbound rates, which have slipped over 18 percent in the last three weeks. TSA carriers were also attempted a Nov. 15 GRI of \$600 per 40-foot container. Drewry's benchmark Hong Kong to Los Angeles index jumped by \$300 that week. Separately, 13 carriers that announced plans to implement port congestion surcharges on trans-Pacific cargo have promised the Federal Maritime Commission they would hold off on the charge until after the new year. Carriers say they're incurring heavy operating losses because of congestion at West Coast ports. **Source : JOC**

## **U.S. West Coast port backups delay apparel, bobbleheads, french fries - RTRS**

Crippling cargo backups at U.S. West Coast ports dragged on into a third month amid industry reports on Thursday of prolonged shipment delays for goods ranging from yoga apparel and rice to NBA bobblehead collectibles and frozen french fries. Cargo that normally takes two to three days to flow through the affected ports, accounting for nearly half of U.S. maritime trade and over 70 percent of imports from Asia, now faces lag times of up to two weeks, the National Retail Federation said. The congestion has been most pronounced at the twin ports of Los Angeles and Long Beach, the nation's two busiest cargo hubs, where marine officials reported 11 ships anchored on Thursday waiting for berths to open.

The number of freighters kept waiting outside the two ports has fluctuated from about eight to 18 on any given day since the slowdown began there around mid-October, said port of Los Angeles spokesman Phillip Sanfield.

Smaller backups have hit other West Coast ports, including Seattle and Tacoma in Washington state. The slowdowns have coincided with prolonged labor talks between 20,000 dockworkers and the Pacific Maritime Association, representing terminal operators and shipping lines at 29 West Coast ports. Their latest contract expired June 30.

Management has accused the International Longshore and Warehouse Union of orchestrating some slowdowns on the docks to bolster its leverage at the bargaining table. Union officials deny organizing protest delays but acknowledge individual dockworkers may have acted out of frustration over the pace of contract talks.

They point to other factors that port officials cite as the main reasons for gridlock. Chief among them has been a shortage of tractor-trailer chassis used for hauling cargo containers from the ports, a situation created when shippers decided to sell off their chassis to equipment-leasing companies. Union and port officials also cite record import levels at the peak cargo season, rail service delays and the advent of super-sized container vessels delivering greater cargo volumes. Port slowdowns have rippled through the commercial supply chain.

Vancouver-based retailer Lululemon Athletica Inc LULU.O blamed West Coast port congestion for its lower sales forecasts on Thursday. The yoga wear seller said about 1 million of its garments were stuck in port, delaying shipments to stores for up to 10 days. Similar shipment lags were reported by Ann Inc ANN.N and Ascena Retail Group

Inc ASNA.O, parent companies of women's apparel chains Ann Taylor and the Loft, and Lane Bryant and Justice, respectively.

Even professional sports have felt the pinch. The Oakland-based Golden State Warriors earlier this month had to hand out vouchers to 10,000 basketball fans after shipments of the team's Sarunas Marciulionis bobblehead figures were delayed for weeks. Exports have been squeezed as well. Among the hardest hit are Washington state apple growers, who posted a record harvest of 150 million cartons this year but have been thwarted in selling as much of their surplus as hoped to Asian markets.

Port delay-related apple losses since October have run in the tens of millions of dollars, according to Mark Powers, an executive of the Northwest Horticultural Council. Fast-food giant McDonald's Corp MCD.N said its Japan outlets are among that country's eateries grappling with a french-fried potato shortage blamed on port backups.

Most U.S.-processed frozen french fries bound for Japan and other Asian countries are shipped in refrigerated containers through Seattle-Tacoma, said John Toaspern, chief marketing officer for the U.S. Potato Board. Japan is the biggest Asian market for U.S.-made frozen potato products, importing \$336 million worth last year. Toaspern said port jams have at least doubled transit times for french fry shipments to Japan from two to four weeks.

Container shipments of California-grown rice bound for Japan, South Korea and Taiwan have likewise been delayed two weeks or more at the height of growers' winter shipping season. "You start running short on warehouse space. It's a mess," said Tim Johnson, head of the California Rice Commission. Container shipments of corn and soybeans also were being held up, forcing the Illinois-based Prairie Creek Grain Company to offer some Asian customers discounts of up to 6 percent. A roughly \$700 discount per \$12,000 container of soybeans is the difference between making a profit and breaking even, said Robert Briscoe, Prairie Creek president.

Source : Reuters (Additional reporting by Karl Plume in Chicago; and Solarina Ho and Euan Rocha in Toronto)

## ITF calls for implementation of new IMO measures on safe manning

The **International Transport Workers' Federation** is getting set for 2015 changes in the determination of safe manning of vessels, which come as a result of new International Maritime Organization (IMO) requirements.

Over the past three years the IMO has redefined the concept of safe manning of vessels and as a result, as of January, conditions should change. Flag states and shipowners must now safely and transparently meet the unique operational and administrative needs of each vessel. Until now minimum safe manning was certified in accordance with company proposals which were then rubber-stamped by the flag state, and which took into account only the vessel's ability to navigate and manage basic emergencies. No allowance had been made for other crew duties, taking into account frequency of port calls, cargo operations, maintenance or administrative tasks. This process has been open to abuse by companies seeking to cut costs by cutting crew size.

Minimally manned vessels have been shown to directly impact crew fatigue and have been cited in numerous high profile groundings and collisions, many of which had disastrous consequences for the seafarers and the environment.

IMO Assembly Resolution A 27/Res.1047 outlines elements to consider when determining safe manning for all functions on a vessel. In addition the Maritime Safety Committee adopted a change to SOLAS and made an amendment to the International Safety Management (ISM) Code to ensure vessels are properly manned. ITF IMO accredited representative Branko Berlan explained, "Although regulatory changes happened in 2011 and 2012, administrations, companies and port state control inspectors have yet to implement them. The cumulative effect of these latest actions is that they will be legally required to do so."

"Seafarer's organisations need to become more proactive by using the media and legal system to force the proper determination of vessel manning in a transparent way. Ultimately these changes are about seafarer safety, that's why we're so keen to make sure our affiliates know about them and can take steps to make them a reality. Only a concerted effort to force the implementation of these IMO instruments will result in properly manned vessels." Source

: ITF

## Dredging Work Dragging

KOZHICODE: Although the dredging and deepening work of the basin and the approach channel of the Puthiyappa harbour was commenced last month after an inordinate delay, there seems to be little enthusiasm on the face of the fishermen, given the way the work is progressing right now. According to the original plan, the harbour basin will be



dredged up to 3 m, with 5.45 lakh cubic m of soil expected to be removed through the process, to enable easy navigation of fishing boats and to resolve the difficulties faced by the vessels while they try to anchor at the harbour.

But, the fishermen complain that the work is being carried out without consulting them and is going on at a snail's pace. "The deepening of the basin was a long-pending demand of the fishermen. However, the authorities are now making a mockery of the dredging. It is being done using a single earth remover fitted on a boat. No one knows about the quantity of sediments removed so far or the depth at which the dredging is taking place. If things go on like this, it will take several years to complete the dredging work. The authorities should initiate steps to dredge the harbour basin using more sophisticated methods and machines if it wants to get the desired results," says a person who is in the know.

Sources further say that the soil dredged is being dumped beyond 3 km in the sea itself. "The removed soil is being deposited in the sea itself. This will create sandbanks, causing further problems for the fishing boats. Chances are high for the fishing nets to get damaged by these deposits," he adds. Meanwhile, the Harbour Engineering Department officials rebut concerns and say that the dredging work is making good progress. The dredging work at Puthiyappa, aimed at creating better anchoring facilities, is being executed with a total outlay of Rs 12.16 crore. Though the dredging was officially launched by Fisheries Minister K Babu on February 9, 2014, the work got delayed owing to several reasons. **Source : New Indian Express**

## **.... PHOTO OF THE DAY ....**



Van Oord's TSHD **VOLVOX OLYMPIA** operating off Vlissingen – **Photo : Huib Lievense ©**

## **BOEKBESPREKING**

Door : Frank NEYTS

### **“Nederlandse Ondernemers – Rotterdam 1850-1950”**

Bij Walburg Pers verscheen zopas '**Nederlandse Ondernemers – Rotterdam 1850-1950**'. Redactie en samenstelling Joop Vissers, Matthijs Dicke en Annelies van der Zouwen 'Rotterdam' is het zesde deel van de rijk geïllustreerde serie 'Nederlandse Ondernemers 1850-1950'. In deze zesdelige reeks worden biografieën van 300 ondernemers gebundeld. Per deel (regio) staan de 50 belangrijkste ondernemers en ondernemersfamilies centraal uit

de periode dat Nederland omschakelde van een agrarische en op handel gebaseerde economie naar een industriële samenleving. Leidende figuren, die zowel van economische als maatschappelijke betekenis zijn geweest voor hun stad, regio of zelfs het hele land.

“**Nederlandse Ondernemers – Rotterdam 1850-1950**” (ISBN 978-90-5730-991-5) telt 408 pagina's, werd als hardback uitgegeven, en kost 39.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Ereembodegem. Tel. 0032(0)53.78.87.00, Fax 0032(0)53.78.26.91, [www.boekenbank.be](http://www.boekenbank.be), E-mail: [admin@agorabooks.com](mailto:admin@agorabooks.com).

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/en/unsubscribe/>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/nl/uitschrijven/>