



Number 020 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 20-01-2015  
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18-01-2014 : The ISLAND EARL getting ready to work with the K12 C Platform. Photo: Michael Camilleri / Paragon C463 Drilling Rig ©

## IN MEMORIAM

May the road rise up to meet you, may the wind be always at your back,  
May the sun shine warm upon your face, the rain fall soft upon your fields,  
And until we meet again, may divinity hold you in the palm of her hand.

In Love, light and grace we hold you in our heart



**ROB**  
Robert Huizing

Haarlem, Netherlands  
21 September 1947

Johor Bahru, Malaysia  
22 November 2014

On November 23<sup>rd</sup> we were informed by Foreign Affairs about the passing away of our father in Malaysia

After this we travelled together with his brother Paul to Johor Bahru, the city where he lived the last 2 years of his adventurous life, it was an intense and touching journey.

On Friday November 28<sup>th</sup> we cremated Rob's body in Johor Bahru.

We took his ashes back home with us.

You are invited to the farewell ceremony that will be held on Saturday January 24<sup>th</sup>, There we say goodbye to our beloved son, father and grandfather. A remarkable man, Rob was a seaman and traveller at heart who loved the freedom that came with it. In his style, together we will board a fishing boat in Ijmuiden which will take us out onto the North Sea. There we hand over Rob's ashes to the winds and waters which will carry him further. Following this ceremony, together we bring a toast to Rob at Parnassia.

You are invited to join the ceremony on Saturday January 24<sup>th</sup> from 12:45 hrs we will gather at the boarding point, Trawlerkade 28, 1976 CB Ijmuiden. The boat will depart 13:00 hrs and the trip last 1 hour and 15 mins. From 14:30 until 18:00 hrs you are welcome at Parnassia aan Zee for being together and having a warm cup of soup and a drink, Parnassiaaweg 1, 2051 EA Overveen

**\*\*\*\*\* ROB, REST IN PEACE \*\*\*\*\***

Point of contact : Marit Huizing ([maritclaire@gmail.com](mailto:maritclaire@gmail.com) / +31 (0)6113061390)

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see also : <https://www.youtube.com/watch?v=1R4Hb0S7IkC#t=101>



The **FUGRO PIONEER** operating at Maaspilot station – Photo Frans Sanderse ©

## Brazil mulls postponing oil rights auction to late 2015 - paper

Brazil's government is considering postponing its next oil rights auction to the second half of 2015 due to a corruption investigation at state-run Petroleo Brasileiro SA and the recent plunge in oil prices, a newspaper said on Sunday.

The 13th oil rights auction, the first sale of petroleum and natural gas concession rights since 2013, is currently scheduled for between late April and mid-May, according to Brazil's oil regulator ANP. Oil companies see a delay as "certain", according to Rio de Janeiro-based newspaper O Globo, citing unnamed government and industry sources. A government official was quoted as saying there were worries about financial troubles at construction companies cited in a corruption probe at Petrobras, as Brazil's state-run oil company is commonly known. The 13th auction is expected to offer areas in the country's promising Eastern Margin offshore region, but would not include any of the so-called

"subsalt" resources. Dozens of executives from some of Brazil's largest construction and engineering firms have been arrested since late last year for allegedly skimming billions of dollars off contracts with Petrobras. Spokespeople at ANP and Petrobras were not immediately available to comment on the O Globo report. Source : Reuters (Writing by Silvio Cascione; Editing by Rosalind Russell)



The **SENTINEL SPIRIT** anchored off Singapore – Photo : Piet Sinke © **CLICK on the photo !**

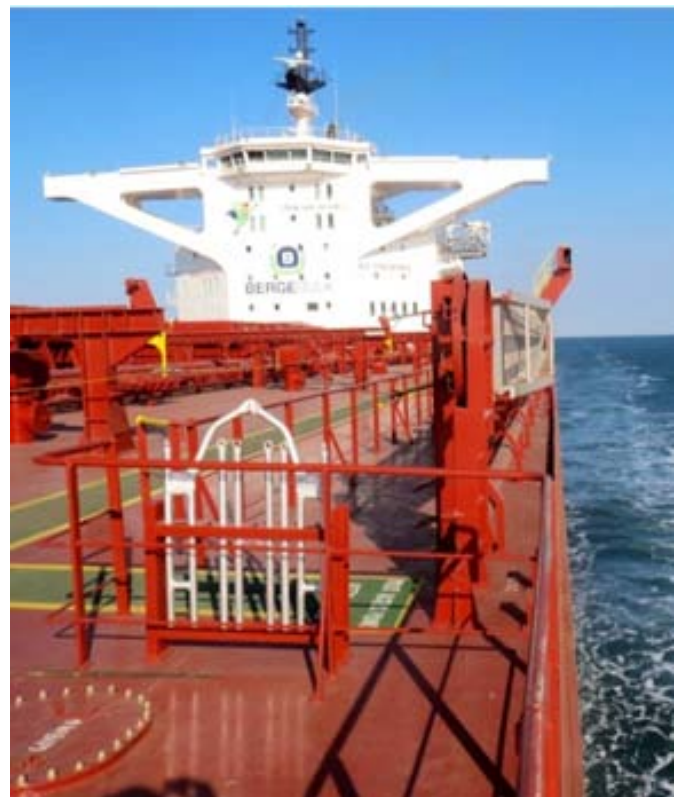
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## NEW FLEET ADDITION FOR BERGE BULK



**Berge Bulk** started into the New Year with a beautiful addition to its modern fleet. The latest new build from Bohai (CSIC) shipyard in China, **BERGE TAI SHAN**, was delivered on 5 January 2015. She



was named after one of the Five Great Mountains in China. Tai Shan is associated with sunrise, birth, and renewal. The vessel added a further 215,000 DWT to the existing fleet. **BERGE TAI SHAN** also marks the beginning of a series of Berge Bulk new builds to be delivered over the next three years. She is the first of the seven ships on order from Bohai shipyard. Her design is a significant milestone as it pushes the boundaries in terms of capacity and efficiency. **BERGE TAI SHAN** will sail under the flag of Isle of Man mainly on the route between Australia and China. The pictures showing the **BERGE TAI SHAN** during her construction at Bohai shipyard as well as during her sea trial in November 2014. **Berge Bulk Ltd.** is one of





"On 24th March 2014, Berge Bulk's mighty and largest vessel **BERGE EVEREST** (388,000 DWT) was the first Valemax to call into Vale's new marine terminal and distribution center at Teluk Rubiah in Malaysia."

the world's leading independent dry bulk owners, headquartered in Bermuda and managed out of Singapore. **Berge Bulk** was set up with 12 ships in 2007 by James Marshall, CEO to focus on industrial dry bulk shipping. **Berge Bulk** now owns, operates and manages a fleet of 40 vessels equating to over 10 million DWT and includes some of the largest dry bulk carriers in the world, with further new buildings on order. Its fleet specialises in the delivery of iron-ore and coal and is committed to delivering safe, reliable and efficient cargo transport for their customers. For more information, visit [www.bergebulk.com](http://www.bergebulk.com)

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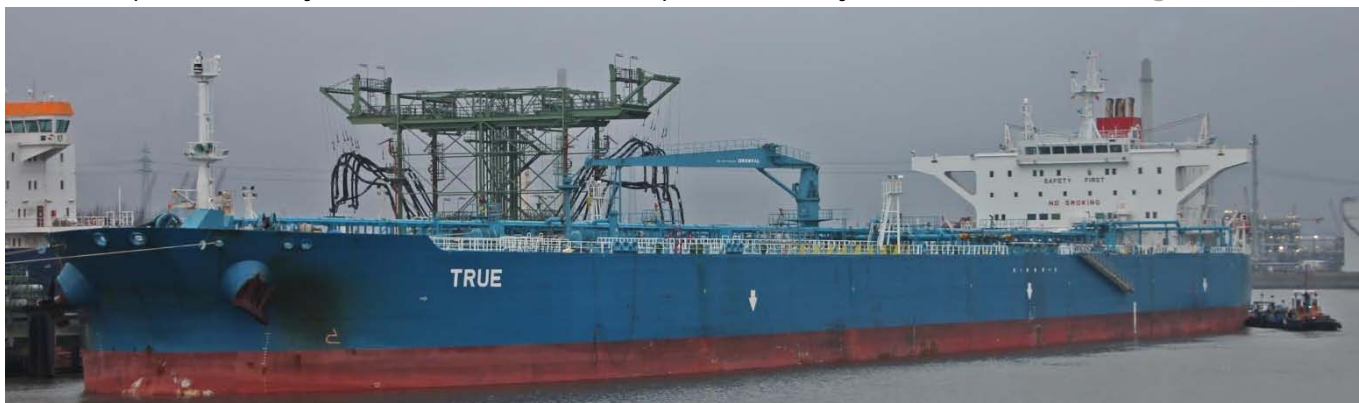
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The advertisement features the PIMS multimodal logo on the left, which includes icons for a ship, plane, train, and truck. To the right are three blue boxes: 'Specialist Cover' with a stack of containers, 'Confidence' with a stack of containers, and a box with an image of a truck. Below these is a quote and the website address.

The "**MSC KRITTIKA**" arriving into Timaru until recently she was called "**MEXICO**" and registered in Veracruz.  
**Photo : Tom Johnston ©**

## Repsol terminates offshore Canaries drilling

**Repsol** has completed operations on an exploratory well offshore the Canary Islands. The DP drillship **Rowan Renaissance** spudded the Sandia program well on Nov. 18, 2014, 60 km (37 mi) from the islands of Lanzarote and Fuerteventura. On Jan. 11, the well, drilled in 882 m (2,893 ft) of water, reached a TD of 3,093 m (10,147 ft). Analysis of samples from the various formations targeted revealed the presence of gas (from methane to hexane) but not in the volume or of the quality needed to consider future extraction. The survey confirmed that oil and gas have been generated in the basin, although the deposits found were saturated with water and the hydrocarbons present were in very thin, non-exploitable layers. Repsol plans no further exploratory activity in this area, and the drillship will return to Angola to continue an exploration campaign for the company. The well will be sealed throughout next week under the strictest safety protocols, Repsol adds. Around 750 professionals from more than 50 companies worked on the research project. At the start of the campaign, the company estimated the possibility of finding hydrocarbons at 15-20%. It hoped a discovery would be beneficial for the Spanish economy. **Source : offshore-mag.**



The **TRUE** moored in Hamburg – **Photo : Jan Ove Mühlporte ©**

## Tankers for floating storage make sense only on period charters

A lot of “ink” has been shed over the past few weeks on the issue of tankers potentially being used as floating storage units for oil, from traders who are looking to buy oil cheap and sell higher when the market recovers. However, things aren’t so simple, at least not as simple as has been the case in recent years. According to the latest weekly report from shipbroker Gibson, “short term period rates closely follow developments in the spot market. As such it is not surprising that VLCC t/c rates firmed last year on the back of increases in spot returns. With VLCC spot earnings for Middle East—Japan averaging close to \$77,000/day (at market speed) since the beginning of December, further upwards pressure has been placed on time charter rates”.

Gibson said that “the contango structure in oil prices is also fuelling speculation of an upcoming tanker floating storage play, which in turn will serve to tighten an already firm market. In 2009/10, up to 60 crude tankers (mainly VLCCs) were used for temporary storage, restricting supply and boosting owners’ returns. Back then, most of the tonnage chartered for floating storage was fixed for very short periods: predominantly 3 months, although occasionally longer”. However, as the London-based shipbroker noted “this time around the situation is different. Earnings in the spot market are very high and owners are demanding a similarly high rate for a very short term (3 to 6 month t/c). For example, at the time of writing the indications for 3 month and 6 month t/c rates have been around \$77,500/day and \$65,000/day respectively for delivery in the West. Such a high t/c cost currently makes it very difficult for floating storage play to work for a short term duration, given one needs to include finance costs, cargo insurance and bunkers on top of freight”.

Despite the fact that it doesn’t make much financial sense to hire a tanker as a floating storage unit in the spot market, the situation is different when it comes to period rates, which although firmed in 2014, still flagged increases in the spot market. According to Gibson, “at the beginning of this year indications for a 1 year t/c were around \$33,000/day for a modern VLCC. At these much lower levels, the contango play appeared much more attractive. This combined with rising prospects for earnings potential in the short term, prompted a significant increase in t/c enquiry

in the past two weeks. At least 20 VLCCs have been reportedly fixed for around 1 year plus duration, pushing 1 year t/c estimates to \$42,500/day currently. Subjects have already been lifted for around half of these units and it is widely believed that the majority will be involved in storage at some point. If the contango structure in oil prices (which is a constantly moving target) remains workable for floating storage using 1 year VLCC rates, period rates will be under further upwards pressure. Yet, this situation is likely to change if the contango flattens, spot rates/earnings ease and/or 1 year VLCC t/c rates become too expensive to make the contango storage play workable”, Gibson concluded. Meanwhile, in the Middle East market this week, “VLCC Owners have had their heads turned this week by the allure of the appealing storage proposals on offer in the East. This has left everyone very hot under the collar, but also lead to most taking their eye off the spot market . This worked in Charterers’ favour as they were able to capitalise on the reasonable amount of end month tonnage to finish the week at 280 x ws 38 West and 270 x ws 67.5 East. Suezmaxes have had just enough enquiries this week to keep Owners appetites sated and as a result a steady pattern has been followed. However, Charterers must tread carefully on an anticipated busier February programme approaching with 140 x ws 50 West and 130 x ws 85 East. Aframaxes have seen activity in the Far East and the Red Sea, so inevitably the AG will be affected by what is going on around it, and rates of 80 x ws 107.5 for AG/East will see a slight pick up next week on an increase of inquiry”, Gibson noted.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



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19-01-2015 : the **SAPPHIRE PRINCESS** anchored off Komodo Island **Photo : Toto Murdiyanto ©**

## **UASC faces legal claim from collision victims' families**

Legal claims have been filed in Egypt against United Arab Shipping Company (UASC) by families of fisherman killed in a collision with a UASC boxship The UASC vessel, named by GulfShip News as **AI SAFAT** (6,921 teu, built 2008), collided with fishing vessel Badr al-Islam on December 14, killing 15 people. UASC has been in negotiations with the families and their union and a mutually acceptable settlement is expected in the near future, TradeWinds reports. The

Kuwaiti shipping line also faces a claim from the Egyptian Navy for the cost of the search and rescue of the estimated 40 passengers onboard the fishing vessel at the time of the collision. The **AL SAFAT** is still under detention at the Port of Sagafa, Egypt, while investigations into the incident continue. **Source : Gulfshinews**



**16-01-2015** Tugboat **HELMUT** (built 2007, 17 ton bollard pull, 1200bhp) with dredger platform "**SCHELDEOORD**" passing the Kiel Canal **Photo : Tony Zech [www.zech-photo.de](http://www.zech-photo.de) ©**

## **Marseilles to spend US\$424 million on bid to be top Asia-Europe gateway**

MARSEILLES is the latest Mediterranean port to attempt the overthrow of the counter-intuitive yet dominant practice of Asian cargo using northern European ports rather than closer southern ports. The French port aims to become Europe's principal gateway, announcing plans to spend EUR360 million (US\$424 million) to boost annual throughput 11 per cent to 86.5 million tonnes by 2018, reports IHS Maritime 360. Because big affluent populations, road and rail links are in the north, most ships from Asia sail from Suez to Gibraltar skipping southern ports to go around the Iberian Peninsula to reach English Channel, North Sea and Baltic ports.

Other southern ports, notably Barcelona, have made such marketing moves. Venice and the top of the Adriatic has recently launched an ambitious plan using its proximity and road and rail networks to reach Milan, Budapest and Geneva to advantage Cosco Pacific's Piraeus port near Athens is making similar moves. Another factor that came into play on January 1 is the low sulphur fuel rule which makes bunker 50 per cent more expensive in the English Channel, North Sea and the Baltic - but not in the Med or the Irish Sea.

This was expected to have a more pronounced effect than it has had because of falling oil prices. Even so, it makes northern range ports of the English Channel, North Sea and Baltic more expensive, thus making Med ports more attractive. The City of Marseilles, where Mediterranean services are concentrated, is to get a new multimodal container terminal, while the port's Fos deepwater box shop is to have its berthing capacity and rail and road facilities upgraded.

Last year, the port's overall traffic throughput fell two per cent to 78.5 million tonnes, largely as a result of an eight per cent reduction in crude oil imports to 25.1 million tonnes, which the port sees as part of a long-term trend. Container throughput increased seven per cent to 1.17 million TEU, while solid bulk rose by two per cent to 13.4 million tonnes on the back of a strong performance by the local steel industry. **Source : Schednet**

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The **OOCL KOREA** outbound from Rotterdam-Europoort – Photo : Paul Gerdes ©

## KNRM'ers Theo en Daniël ontvangen vrijwilligersmedaille



Zaterdag 17 januari zijn tijdens de nieuwjaarsbijeenkomst twee **Hoekse KNRM vrijwilligers** bedacht met de vrijwilligers medaille. **Theo Smit** (links) kreeg de medaille voor meer dan 20 jaar vrijwilligers werk voor de KNRM, **Daniël Vreugdenhil** (rechts) voor meer dan 10 jaar vrijwillige inzet. Beiden vrijwilligers kregen de oorkonde openbare orde en veiligheid uitgereikt door **René de Vries**, voorzitter van de Plaatselijke commissie en schipper **Jan van der Sar**. Theo en Daniël waren verguld met deze onverwachte waardering, aan de echtgenotes werd een fraaie bos bloemen uitgereikt. Theo is tevens een van de SAR Liaisons van **reddingstation Hoek van Holland**.





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## ABB wins marine orders for Star Cruises luxury vessels built at Meyer Werft Shipyard in Papenburg

**ABB**, the leading power and automation technology group, has won orders worth \$60 million to deliver complete electrical power plant and propulsion systems for two new luxury vessels for **Star Cruises** operated by **Genting**

**HongKong** and to be built by **Meyer Werft** at its shipyard in Papenburg, Germany. The orders were booked during 2014.

**ABB** will supply complete electrical systems for the new vessels, including power generation and distribution systems and thruster motors, as well as its latest-generation Azipod XO propulsion system, commanding power output of 20.5 megawatts (MW). ABB's energy efficient Azipod propulsion uses less fuel than traditional systems and provides greater maneuverability in all operating conditions. ABB's technology will contribute to optimized vessel performance and a high level of passenger comfort and safety.

**Star Cruises**, one of the world largest cruise operators, has led the development of the cruise business in the Asia-Pacific region, where it operates seven vessels connecting a wide range of destinations. Based on the freestyle cruising concept, where passengers can dine at their leisure, and world class service with a warm touch of Asian hospitality, Star Cruises caters also to passengers from North America, Europe and Australia.

"This order from **Meyer Werft** for **Star Cruises** vessels demonstrates that leading cruise ship owners, in addition to prioritizing passenger comfort, demand outstanding maneuverability and overall cost efficiency from the vessels," said Heikki Soljama, Managing Director of ABB's business unit Marine and Ports. "Our successful track record in delivering technical solutions to meet these demands has resulted in ABB establishing a leading position in the cruise vessel market." "Star Cruises has successfully operated cruise vessels with conventional ABB electric propulsion since late 1990's. For our newbuilding project we evaluated alternative propulsion concepts and selected Azipod because the proven fuel savings and improved safety of operations are a good match with our needs," says Captain Gustaf Grönberg SVP Marine Operations & Newbuilding, Star Cruises.

The 150,000 gross tonnage, 330-meter cruise ships with 1,682 passenger cabins will be able to accommodate 4,925 passengers each and will be delivered one apiece in fall 2016 and 2017. The new vessels continue the successful collaboration between ABB, Star Cruises and Meyer Werft: Star Cruises' **SuperStar Leo** and **Superstar Virgo** were also built by **Meyer Werft** and feature **ABB technology**. **Meyer Werft** is recognized as one of the leading shipyards providing efficient high quality cruise vessels.

## Saipem's Castorone Pipe Laying Vessel



**CASTORONE** is an ice-class pipe laying vessel (PLV) being built for Saipem, a subsidiary of Italian energy company Eni. In her first job, the new vessel was used to perform marine activities for the development of the Jack and Saint Malo (JSM) fields in the US Gulf of Mexico. She was deployed in the first quarter of 2013 to transport and install a crude oil export pipeline.

In March 2011, **Keppel Shipyard**, a subsidiary of **Keppel Offshore & Marine**, was contracted for the completion of the **CASTORONE**. The project was being jointly undertaken by **Keppel Shipyard** and its sister company **Keppel Singmarine**. The two companies were responsible for detailed engineering, fabricating marine systems and outfitting, and installation and integration of marine and pipe laying equipment. They were also responsible for

commissioning the marine systems and conducting sea trials. The ship arrived at **Keppel Shipyard** for outfitting after being constructed in China. An official naming ceremony for the new build was held in Singapore in September 2012.

The pipe layer was delivered in January 2013. **Navalimpianti Tecnimpianti Group** was contracted to design and assemble the vessel's pipe handling and storage system. Engineering assistance for the completion of the design was provided by **Navalprogetti**, a ship design company. And



the vessel's resistance and propulsion tests were undertaken at **Krylov Shipbuilding Research Institute (KSRI)** of St. Petersburg, Russia. The length between perpendiculars was elongated from originally decided to be 260m to 266.4m to increase the buoyancy and structural support capacity of the hull at bow. The whole hull was brought together and fitted in the aft part with two structural skeys to support the shaft line. The vessel also has a helicopter deck. It is suitable for the operations of the Sikorsky S-61 N helicopter.



With a handling capacity of over 500m/hr, the vessel's pipe deck receivers, handling and storage systems help to minimise the transfer time between the pipe barge and PLV holds. For each pipe hold, the system can handle single or multiple pipe holds and pipe stores. The transit speed of the vessel will be 14kt, while her bollard pull with main propellers will be 180t. Pipe laying capacity is 12m for the triple joint or 18m for double joint, with pipe size up to

48in excluding coating. The overall length of the vessel excluding its ramp is 290m. Moulded breadth is 39m and transit draft is 6.5m, while minimum operational draft is 7m. Displacement of the vessel at maximum operational draft of 10m is 89,000t. A total of 702 people can be accommodated onboard the vessel. Other facilities will include a mess room, offices, conference rooms, television rooms, crew lifts, and a gymnasium/recreation room. The vessel features a cargo deck with a clear deck area of 4,300m<sup>2</sup>. Fuel oil tank capacity will be 6,500m<sup>3</sup>, fresh water capacity is 941m<sup>3</sup> and ballast water capacity 30,000m<sup>3</sup>. **CASTORONE** is fitted with a knuckle boom crane. Safe working load (SWL) of the crane at a 30m outreach will be 600t, and at 46m will be 350t. There will be two gantry cranes, each of 52t capacity at 35m, and three tensioners of 250t each. The vessel is also equipped with an abandonment and recovery (A&R) winch. The vessel's power plant consist out of eight main generator sets, each capable of generating 8,400kW at 600rpm. There is also an emergency generator of 1,200kW capacity. Power is distributed through two separate switchboards of 11kV. **CASTORONE** is equipped with eight thrusters. These include two bow thrusters and six azimuth thrusters. For automatic position and heading, the vessel is provided with a fully redundant Dynamic

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Positioning (DP) Class-3 control system comprised of two HiPAPs (high precision acoustic positioning) 500 for 3,000m of water depth and two differential global positioning system (DGPS) reference systems



Source : Ship technology all photo's : Piet Sinke © [CLICK on the photos to view and/or download the HIREZ photo !](#)



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The **SMIT AMANDLA** leaving Cape Town to stand by a bulk carrier off the South African coast  
Photo : Glenn Käsner ©

## Broome Port Prepares for Cyclone

### A Severe Tropical Cyclone approaching

In preparation for a possible tropical cyclone, Broome Port was closed to shipping at 1700 hours local time at 18 January and Port Hedland was considering port evacuation from 19 January. A Tropical Low is currently over land in the northern Kimberley and is tracking south-westerly towards the coast. The system was forecast to move over open water on Monday and has the potential to develop into a Tropical Cyclone.

The latest advice from the Bureau of Meteorology is that current conditions are unfavourable for formation due to high level wind shear, however there remains a small window of opportunity for Tropical Cyclone formation on Monday.

The Broome Harbour Master advises that only vessels on cyclone moorings are to remain in port and should immediately contact Broome Port on VHF 14 stating how many persons are on board. A further update will be issued at 0500 hours tomorrow on Monday. The Harbour Master at Port Hedland states that port users should start early preparations for possible evacuation after if the system forms and looks to represent an impact threat. Shipping agents should ensure vessels are ready to depart if required. Port Hedland remains on BLUE Alert and a cyclone warning is current from Kuri Bay to Port Hedland. For information about operations in Australia contact GAC Australia at [shipping.australia@gac.com](mailto:shipping.australia@gac.com)

## Ministers ondertekenen in februari verdrag over zeesluis in Terneuzen

Vlaanderen en Nederland sluiten donderdag 5 februari een verdrag voor de bouw van de nieuwe zeesluis in Terneuzen. Vlaams minister Ben Weyts (openbare werken) en Melanie Schultz van Verkeer en Waterstaat ondertekenen het verdrag 's middags op het huidige sluisencomplex. Dan wordt ook de gekozen variant voor de bouw en het tracé bekendgemaakt.

De stuurgroep die de bouw van de sluis voorbereidt, heeft al een keuze gemaakt, maar laat het ontwerp eerst aanpassen door de betrokken architecten. De ondertekening van het verdrag komt juist op tijd voor het indienen van een Europese subsidieaanvraag in Brussel. Nederland en Vlaanderen mikken op een subsidie van 300 tot 400 miljoen euro. De sluis kost een klein miljard. Vlaanderen heeft inmiddels 120 miljoen euro gereserveerd, de haven van Gent past zo'n 80 miljoen bij. Nederland betaalt iets meer dan 140 miljoen mee aan de sluis. Minister Weyts bevestigde vrijdagavond tijdens de nieuwjaarsreceptie van de haven van Gent dat het verdrag volgende maand wordt ondertekend. Source : PZC



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## Container lines launch direct Shanghai-Yangon services

Two container shipping lines are poised to exploit strong trade growth between China and Myanmar with direct services from Shanghai to Yangon. They will deploy smaller vessels, bypassing the need to transfer cargo in Singapore or Malaysia. State-owned **China Shipping Container Lines (CSCL)** and **MCC Transport**, a subsidiary of AP Moeller-Maersk Group, plan to launch services on January 25. Departing from Shanghai, vessels filled with standard

containers will call at Ningbo and Southeast Asian ports before heading for Myanmar's commercial capital. Projected journey times of between 12 and 14 days represent significant time savings and offer greater predictability for shipment schedules. Trade between Myanmar and China grew an average 16 per cent a year between 2009 and 2013, according to World Trade Organisation data. Myanmar in 2013 imported US\$7.3 billion worth of goods – from electrical equipment and construction material to home decorations and synthetic fibres – from China, its largest trading partner. However, the absence of direct shipping services between the two countries complicated the transport process. The predominant shipping option is to load containers in China that are discharged in Singapore or Malaysia and reloaded on another – often smaller – vessel for the final leg to Myanmar. This procedure, known as transshipment, often makes shipment schedules unpredictable as vessel space on the transit journey is not always guaranteed, according to a CSCL spokesman. "The launch of the new route will provide Chinese exporters and importers with a stable service. We estimate containerised cargo volume to have grown 30 per cent last year to 350,000 teu," he said. The CSCL service involves four ships, each able to carry 1,000 teu, calling at Ho Chi Minh City, Vietnam, and Singapore for loading or discharging of cargo. MCC, a leading carrier in intra-Asia container trades, will deploy eight vessels of 1,100 teu each with calls at Singapore and Port Klang, Malaysia. MCC, along with sister operator Maersk Line, was the first shipping company to open a branch in Myanmar after the United States and Europe lifted economic sanctions in 2013.

Owing to the shallow depth at Yangon port, only small vessels can haul cargo on the direct route, denying operators the economy of scale achieved through larger ships. "Everyone would love this direct service but it really costs money to offer," MCC chief executive Tim Wickmann said. "Due to the draught constraint in Myanmar ports, at 7 to 8 metres deep, only small ships can be deployed in this service." "So from an economic point of view, we would have probably the highest unit cost per container between Shanghai, Singapore and Port Klang." "Our hope is customers will appreciate the direct service, and be willing to pay a premium over the transshipment services." **Source: South China Morning Post**

## Liner Review...Please Sir, Not More Of The Same?

In the famous novel a young Oliver Twist pleads in vain with Mr Bumble at the workhouse "Please Sir, I Want Some More". In early 2014, containership owners would have been looking for the opposite of the young Oliver – anything but more of the prevailing conditions. Yet once again challenging markets prevailed, and by the end of the year boxship players had probably "had enough".

### **Anything But More**

After five years in the doldrums, 2014 was essentially more of the same for the liner sector. With the global economic downturn having cut harder into demand in the box sector than almost anywhere else, half a decade on and containership operators were still found wrestling with the need to find ways to absorb potentially surplus capacity. The fully cellular containership fleet expanded by around 6% to 18.2m TEU in full year 2014, and trade growth in the same ballpark was not enough to push the market balance back into a more positive direction.

### **Fed Up Yet?**

Box freight market conditions remained extremely volatile with liner companies in an ongoing battle to manage incoming capacity. Average spot freight rates for the year were up a little (7%) on the Far East-Europe route but down a little (3%) on the Transpacific. Few liner companies (except the market leader) made substantial profits, although towards the end of the year falling bunker prices at least started to reduce liner company costs.

If anything, the story was even worse on the charter market. Earnings remained depressed for yet another year, with only limited gains on historically low levels. Cascading of capacity from the mainlanes, allied to idle capacity, kept the pressure on charter owners, although later in the year there was some relief in the Panamax sector where unexpectedly robust redeployment onto intra-regional trades and a declining fleet provided more substantial support for rate levels than in other size sectors. Panamaxes also bucked the trend against generally falling asset prices in the boxship sector, with end year 10 year old secondhand prices up over 20% on end 2013 levels.

### **Ready For A New Twist?**

So, if everyone has "had enough" and can't take any "more", what might change? Well, the industry consensus suggest things are getting a little tighter now. Plenty of capacity has been absorbed by slow steaming (with no sign yet of lower bunker prices changing things, though this needs to be watched carefully), much less capacity is idle (around 1.3% of the total fleet today) than in previous winters and the orderbook looks much more manageable at 18% of the fleet. Demolition remains historically high, with 0.4m TEU scrapped in 2014. Meanwhile, port congestion, most obviously on the US West Coast, may start to soak up significant amounts of capacity.

**More And More**

This might be enough to convince some investors that there's no more (pain) to come and it's time for a change in fortunes. But at the same time, liner companies still have plenty of big ships scheduled for delivery (and look set for another spending spree, placing orders for a new wave of ships of 20,000 TEU and above). Whatever the view of the optimists, extra capacity to be added, allied to economic headwinds in a number of parts of the world, will certainly pose challenges for the sector. Containership market players will have to artfully dodge the obstacles if they don't want to be asking why they have had more of the same this time next year. Wish them luck. Have a nice day.

Source: Clarksons



## **London Offshore Consultants (Hong Kong) Ltd - New Address and Telephone Numbers**

**LOC (Hong Kong) Ltd** has moved to new premises:-

Unit E, 14/F, Neich Tower,  
128 Gloucester Road  
Wan Chai,  
Hong Kong

As we have moved out of serviced offices to our own offices we were not able to transfer our own telephone numbers.

**Our new numbers are as follows:-**

**Paul Walton** - +852 2851 3028 (24 hours)

**Scott Lennon** - +852 2851 2778

**Steven Salt** - +852 2851 2208

**Edward Wollaston** - +852 2851 3008

**All mobile numbers remain the same.**

## **First oil from the Bøyla field**

**Lundin Petroleum AB (Lundin Petroleum)** is pleased to announce that first oil from the Bøyla field has been achieved. The Bøyla field commenced production on 19 January 2015. The Bøyla field, located on PL340 in the Norwegian sector of the North Sea, is a subsea tie-back to the Alvheim field where Lundin Petroleum has a 15 percent non-operated interest.

The Bøyla field is estimated to contain gross reserves of 23 million barrels of oil equivalents and is expected to produce at a gross peak rate of approximately 20,000 barrels of oil equivalent per day (boepd) once the second production well has been completed, although the plateau rate is expected to be somewhat lower. The drilling operations on the second production well were suspended in late 2014 and the Transocean Winner semi-submersible rig will return to complete the well during the second quarter of 2015 with startup of this well expected by mid-year 2015. The production facility for the Bøyla field is the Alvheim FPSO which is owned by the Alvheim field partners. In addition to the Alvheim and Bøyla fields, the Volund and Vilje fields are also producing to the **Alvheim FPSO**.

**Ashley Heppenstall**, President & CEO of Lundin Petroleum comments; "With the successful start-up of the Bøyla field on the 19th January 2015 Lundin Petroleum has now successfully brought onstream two of the four development projects which collectively are forecast to bring Lundin Petroleum's production level to more than 75,000 boepd by the end of 2015. The two ongoing development projects, Bertam offshore Malaysia and Edvard Grieg offshore Norway, continue to progress according to plan and are scheduled to achieve first oil in the second and fourth quarters of 2015 respectively." Lundin Norway AS, a wholly owned subsidiary of Lundin Petroleum, has a 15 percent interest in PL340. Det norske oljeselskap ASA is the operator of PL340 and has a 65 percent interest and Core Energy AS has a 20 percent interest. For more information, please visit: <https://www.lundin-petroleum.com/>

## **Throughput of port Singapore up 3.5% to 580.79 mln ton**

In January-December 2014, the port of Singapore handled 580.79 mln t of cargo (+3.5%, year-on-year). According to the Port Authorities, oil transshipment increased by 0.4% to 181.12 mln t, container throughput climbed by almost 4% to 33.87 mln TEUs.

Singapore is a Southeast Asian island city-state. In 2013, container throughput of port Singapore hit 30.96 TEUs, while the port's total throughput reached 560.88 mln ton **Source : PortNews**

## **ExxonMobil and PNG Government sign MoU regarding expansion of the PNG LNG Project**

Exxon Mobil Corporation, as operator of the PNG LNG Project and of PRL 3, has announced that it has signed a Memorandum of Understanding (MoU) with the PNG Government with respect to the expansion of the PNG LNG Project (see press release attached).

Under the MoU, the PNG LNG Project will supply electricity and gas for domestic power generation, providing a reliable and clean source of energy to support PNG's urgent power needs. The agreement details the provisions for an LNG expansion project, including the award of a petroleum development licence (PDL) and associated pipeline licences for the P'nyang gas field in PRL 3 (Oil Search – 38.51%). P'nyang will provide additional long-term gas reserves for power generation and Project expansion, including expected debottlenecking of the existing trains and a third LNG train.

The MoU sets out an agreed timeline between the PRL 3 co-venturers and Government to a final investment decision for an additional LNG train. The commitment from the PRL 3 owners is for the sanction of the third train in the earliest timeframe, subject to completion of typical activities including appraisal, marketing, financing and development engineering on P'nyang. Under the agreement, a final investment decision is to be taken by the end of 2017 at the latest. The PRL 3 licencees are in the process of finalising the PDL application for P'nyang which, under the MoU timeline, is expected to be offered by the end of the first quarter of 2015. Preparations are underway for appraisal drilling and development engineering studies, which will commence this year.

Oil Search is currently updating its resource estimate for P'nyang. Preliminary interpretation of recently acquired data has indicated a larger resource base than currently booked, which is providing confidence that the field can underpin the expansion train. The commitment under the MoU to near-term appraisal drilling will be undertaken to better quantify 1C contingent resource volumes.

Oil Search's Managing Director, Peter Botten said:

"We are delighted that ExxonMobil, as operator of the PNG LNG Project and PRL 3, has signed this MoU. This agreement meets the needs of all stakeholders. It will deliver much needed power to the people of PNG and provides an agreed timeline and activities for an expansion train at PNG LNG supported by P'nyang, a major gas field which is a key growth asset in Oil Search's portfolio. The arrangement supports the PNG Government's vision to improve the delivery of long-term, reliable and

accessible power in PNG. Importantly, it demonstrates how LNG developments, such as the PNG LNG Project, can deliver both substantial export revenues and gas-for-power solutions to the local economy, for the benefit of all of PNG. Oil Search will continue to work with, and support, the Government to deliver an integrated power solution for the nation." For more information, please visit : <http://www.oilsearch.com>





## NAVY NEWS

# MV Swift Rescue returns to Singapore after ending QZ8501 search



**MV SWIFT RESCUE**, the Republic of Singapore Navy ship that found the fuselage of downed AirAsia flight QZ8501, returned to Changi Naval Base on Sunday afternoon (Jan 18) after 20 days in the search operations.

The ship was received by Defence Minister Dr Ng Eng Hen and other senior officers of the Singapore Armed Forces (SAF), including Chief of Defence Force Lieutenant-General Ng Chee Meng and Chief of Navy Rear-Admiral Lai Chung Han. Servicemen and women on board other ships and aircraft deployed for the search were also present. A minute of silence was observed by all present for the victims of the

crash. Dr Ng acknowledged the contributions of all the servicemen and women, and commended them for playing a significant role in the multinational search operations. "Our SAF servicemen and women gave their best efforts for the search operations. They were deployed at short notice over the New Year holidays and experienced rough conditions. Nevertheless, they undertook each task assigned to the best of their abilities and did Singapore proud," Dr Ng said. "Their efforts helped bring closure to the families of the victims and provide answers to the cause of the accident."

The return of the vessel marks the end of the SAF's 22-day deployment for the search operations. A total of 400 personnel, two C-130 aircraft, two Super Puma helicopters, five vessels and a six-man Autonomous Underwater Vehicle from Singapore were deployed for the search.

Also returning to Singapore on Sunday was the Disaster Victim Identification (DVI) team, comprising eight officers from the Singapore Police Force (SPF) and two forensic experts from the Health Sciences Authority (HSA). The team

was received by the Commissioner of Police Hoong Wee Teck and HSA's Chief of Forensic Medicine Dr Paul Chui at Changi Airport Terminal 2. The DVI team, led by SPF's Assistant Commissioner Sekher Warriar, left for the Indonesian city of Surabaya on Jan 3 to assist in the identification of bodies recovered from flight QZ8501. "We assisted where we could and supported our Indonesian counterparts in the disaster victim identification process following this unfortunate incident," Mr Hoong said.

"I want to thank the officers for their efforts and personal sacrifices as the deployment was at short notice. We offer our deepest condolences to the families of the victims and we hope that our contributions to the DVI process can help bring closure to this tragic incident for some of the families." Source : [channelnewsasia](#)

## Decommissioned USS Constellation arrives in Texas for scrap



BROWNSVILLE, Texas  
The decommissioned **USS Constellation** has reached a South Texas shipyard where it will be scrapped. Officials with towing company Foss Maritime announced the former aircraft carrier



arrived Friday afternoon in Brownsville. International Shipbreaking Ltd. will be paid \$3 million to scrap the former military vessel, plus the

proceeds from recycling. The **Constellation** last August was towed from a mothball fleet at Bremerton, Washington, in its final voyage from Puget Sound Naval Shipyard. The **Constellation** was commissioned in 1961 and made six deployments during the Vietnam War. It also was deployed in the Persian Gulf, launching sorties into Iraq and Afghanistan, in 2003 before it was decommissioned later that year in California. Source : [The Charlotte Observer](#).

## Iran Sends New Naval Fleet to High Seas

The Iranian Navy's 33rd fleet of warships departed for the Indian Ocean and the South China Sea on Sunday in a bid to protect cargo ships and oil tankers in the international waters.

The naval fleet consists of **Vice-Admiral Qandi** destroyer, **Bandar Abbas** logistic-combat warship and **Tareq** submarine. The 33rd fleet is scheduled to sail across northern parts of the Indian Ocean, southern waters of India and Sri Lanka, the Strait of Malacca and the South China Sea. In a ceremony to deploy the fleet, Iranian Navy Commander Rear Admiral Habibollah Sayyari said the 33rd fleet is expected to provide security for both Iranian and foreign vessels in the shipping lines of the high seas, and added that navy cadets will also receive necessary training on the voyage.

The newly deployed fleet left Iran immediately after the 32nd flotilla - comprised of **Jamaran** destroyer and **Bushehr** logistic vessel - returned home after an 80-day mission overseas. The 32nd fleet set sail from Iran's southern port city of Bandar Abbas on November 4, 2014. During its presence in the Sea of Oman, northern part of the Indian Ocean, the Gulf of Aden, the Bab el-Mandeb Strait and the Red Sea, the 32nd fleet carried out 5 successful anti-piracy operations. On December 29, 2014, the fleet performed a successful anti-piracy operation around the Bab-el-Mandeb Strait while it was patrolling in nearby waters as part of the units participating in Army's massive drills in southern and southeastern Iran. Army Lieutenant Commander Brigadier General Abdolrahim Mousavi said on Sunday that Iran's naval presence in the international waters conveys the message of "might, peace, friendship and culture of the Islamic Revolution." Source : [tasnimnews](#)

## U.S. Navy says renaming LCS ships as "frigates"

U.S. Navy Secretary Ray Mabus on Thursday said the Navy would rename the modified Littoral Combat Ships it plans to build in coming years as "frigates," given their enhanced capabilities. "One of the requirements of the Small Surface Combatant Task Force was to have a ship with frigate-like capabilities. Well, if it's like a frigate, why don't we call it a frigate?" Mabus told the annual conference of the Surface Navy Association. Mabus said the changed designation

would apply primarily to the next 20 ships to be built, but 32 earlier Littoral Combat Ships (LCS) that have either been built or ordered would also be reclassified if and when they are retrofitted with additional weapons. **Source : Reuters** (Reporting by Andrea Shalal; Editing by Meredith Mazzilli)

## SHIPYARD NEWS

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|  <p><b>ROTTERDAM OFFSHORE</b><br/>GROUP</p> <p>A: port 2226, Drutenstraat 7<br/>T: +31(0)10 473 74 00<br/>E: <a href="mailto:info@rotterdamoffshore.com">info@rotterdamoffshore.com</a><br/>W: <a href="http://www.rotterdamoffshore.com">www.rotterdamoffshore.com</a></p> |  <p><b>YOUR PARTNER IN DOCKSIDE AND ON-SITE SERVICES</b></p> | <p><b>FEATURES</b></p> <ul style="list-style-type: none"><li>• Strategic location</li><li>• Open sea access</li><li>• Jacking up, no back filling</li><li>• 190 m x 60 m x 10 m</li><li>• 1400 ton heavy lift floating crane</li><li>• Up to 300 ton port cranes</li><li>• ISPS facility</li><li>• High QHSE standards</li><li>• Fully equipped workshop</li><li>• Skilled personnel</li></ul> |
|--|--|--|



Bird's eye view on Geoje, Korea, with **Samsung Heavy shipyard**  
Photo : Peter van Zanten, UDW drillship "PACIFIC ZONDA" ©

## Latest Damen shipment guarantees short delivery times

To maintain the continuous availability of its wide range of built-for-stock vessels, **Damen Shipyards Group** is currently shipping a diverse cargo of 16 new pontoons and tugs, as well as numerous modular barges, from China to the Netherlands. The latest shipment displays the efficiency of Damen's global construction and transport network and represents a major cooperation between its various product divisions and numerous local partners in China.



To perform the shipment, Damen mobilised ZPMC's **Zhen Hua 28**. The 232-metre semi-submersible vessel left Nantong, China at the beginning of January and is due to arrive in Rotterdam at the beginning of March. The whole process exhibits the significant cooperation with Damen's local Chinese partners such as **Yahua Shipyards, Damen Yichang Shipyard, Damen Changde Shipyard, SHBM** and **local Nantong and Taicing Authorities**. The cargo

includes eleven **Stan Pontoons®** of six different models (**SPo 9127, SPo 8916ICE, SPo 7120, SPo 6020, SPo 6316 and SPo 2116**) and numerous modular barges. The fully ballastable **Stan Pontoon® 9127** is worthy of particular consideration: also known as '**North Sea Barge**', its large deck with high loading capacity and predesigned plug and play options make it perfectly suited for ocean going transport and offshore projects. Two examples of this benchmark pontoon will be available for purchase from March – illustrating Damen's successful formula of building for stock to ensure minimum delivery times.



As well as standardised built-for-stock models, the **Zhen Hua 28** is also carrying a custom-built spill pontoon that will be delivered to its owner just a few months after ordering. Spill pontoons are utilised to prevent spillage of dry bulk products

during transshipment by crane barge. Damen's Pontoons & Barges Division designed this so-called Spill Pontoon to specific customer demands in answer to stricter European port regulations. Topping off the diverse shipment are several workboats – including **Stan Tugs 1205, Stan Launches 1305** and two large **Shoalbusters**.

**Damen** is experiencing significant growth in sales of its pontoons and barges – the past few months have witnessed deliveries around the world to customers in five different continents. To meet the demand, there are two further shipments of more than 20 pontoons planned for later this year. Constructed in accordance to Lloyd's Register regulations, Damen's pontoons and barges can be designed to client-specific demands such as customised crane barges and various hopper barges. All models are prepared for plug and play installation of options like pumps and generator sets and can be commissioned within a very short time. With a considerable part of **Damen's** broad portfolio directly available from stock, clients can take advantage of the company's presence in the Middle East, West Africa and China. Final construction and outfitting can be performed in short time scales to guarantee ultra-short delivery times. Local construction is also possible in combination with **Damen Technical Cooperation**.

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## **Imabari and its shipbuilders in past decade**

On Jan. 17, the city of Imabari in Ehime Prefecture greeted the 10th anniversary of its merger with 11 municipalities in the adjoining area. It is now one of unique maritime cities in the world with high concentration of shipping firms and shipbuilders. Like its overseas sisters, the city experienced both heaven and hell in the past decade. During the boom years, more than 10 shipyards in the city made a great leap forward through massive equipment investment. They had to cope with their heavily reduced work throughout the recession that followed. In the past years, however, many of them have resumed their bulky investment programs in a bid to pave the way for their future growth.

Japan used to have a number of "shipyard villas" scattered across the country. Imabari's Hashihama Bay is one of the few places that retain what they looked in their best days. Ships they build today are much bigger in size than those days. But they stand exquisitely closer to each other as they did in the past.

It was on Jan. 17, 2006 that Imabari made a fresh start after merging the 11 villages and towns in the vicinity. The yards facing the bay underwent sea changes in the past decade. Many of them moved to other places to ensure their growth. Higaki Shipbuilding, a major builder of coastal vessels, built its Namikata Factory outside the bay in 2008 to move its block production and outfitting functions there. Chemical tanker specialist Asakawa Shipbuilding completed its Toyo Factory in Saijo, south of Imabari, in 2010 to transfer all its in-house factory functions such as steel cutting and block fabricating. Yamanaka Zosen, a specialist of domestic vessels, built a cutting-edge factory in Oshima Island off Imabari in 2014 and moved its Hashihama head office and factory there. All those yards had found their old factory premises too narrow. This was reminiscent of similar moves taken by Imabari Shipbuilding and Shin Kurushima Dockyard, both based in Hashihama Bay, between 1960 and 1970 in relocating their factories to Marugame and Onishi, respectively.

The local municipalities have taken a spate of measures in the past decade to support the region's shipbuilding industry. The Imabari municipal government has eased landfill regulations to make it easier for the builders in the city to expand their factory premises. Murakami Hide Shipbuilding, Hakata Shipbuilding and Shimanami Shipyard (former Watanabe Zosen) have enlarged their facilities by capitalizing on the eased rules.

Yards in the Imabari area have not only stepped up investment in their facilities but also pushed ahead with M&As during the period. Typical among them was Imabari Shipbuilding. It acquired Shin Kasado Dockyard, Watanabe Zosen and Tadotsu Shipyard, and merged its two affiliates, Hashihama Dockyard and Nishi Shipbuilding, to create I-S Shipyard. Shin Kurushima Dockyard acquired Seibu Shipbuilding to make it Shin Kurushima Ujina Dock and took over the Setoda Factory in Onomichi, Hiroshima Prefecture, of Teraoka Seisakusho. Asakawa Shipbuilding purchased the newbuilding business from Mategata Shipbuilding while Murakami Hide Shipbuilding made Kanasashi Heavy Industries its subsidiary. In this sense, yards based in Imabari city played a major role in integrating smaller yards in the region.

As a result, their combined newbuilding completion volume surged to some 170 vessels totaling 5.8 million grt at its peak in 2010 from some 120 vessels totaling 3.7 million grt in 2004. Many other yards in Japan expanded their output in the boom years, but the growth was particularly faster with the Imabari yards. Much of the growth was enjoyed by the city's two giants, Imabari Shipbuilding and Shin Kurushima Dockyard. But smaller ones also expanded their production in the period.

Greatly contributing to their rapid growth was the "maritime cluster" of owners and marine equipment manufacturers formed in the enlarged city of Imabari. Particularly noteworthy was what local people call "Imabari cluster", a club of corporate managers closely acquainted since their boyhood, which is rarely seen in other parts of the country. Relationships among the local shipbuilders had not been quite strong before. However, the launch of a shipbuilding technology center in the city in 2005 and the "BARI-SHIP" maritime fair in 2009 has greatly helped them deepen their ties.

The 2008 Lehman shock had heavy impacts on ships of all types built in the Imabari area, from oceangoing ships to coastal and nearseas vessels as well. The yards had to cut their average operation ratio by 10-20%. For one thing, the bulky facilities investment they had made in the boom years heavily weight on them. However, they were persistently supported by the cluster of local owners and financial institutions. The Imabari builders had experienced many ups and downs in the past. In the boom years, they faced cost inflation and overcrowded work schedule. At the moment, they are troubled by a shortage of skilled workers. They seemed to have overcome the past crises by changing their management style bit by bit.

In the last few years, many Imabari builders have been keen again about fresh investment and M&As. Imabari Shipbuilding, for example, has resumed massive investment at its group yards and made Tadotsu Shipyard its affiliate. Murakami Hide Shipbuilding has taken over Kanasashi Heavy Industries. Shin Kurushima Dockyard and Higaki Shipbuilding have expanded their slipways and docks. They have taken those steps ahead of peers at home obviously in preparation for future market competition. **Source : Kaiji Press Service via Justus Schoemaker Dutch - Japanese Maritime Desk K.K. / [www.dujamdesk.com](http://www.dujamdesk.com)**

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### Container volume at Apapa Port rises 16% to 970,000 TEUs in 2014

Volume of containerised cargo imported into the country through the nation's busiest port in Apapa recorded 16.2 percent growth to 970, 000 Twenty Equivalent Units (TEUs) between January and December 2014. This represents 16.2 percent growth when compared to the 600, 000 TEUs handled in the comparative period of 2013.

The containerised commodities were mostly building materials, raw materials, refrigerated food items, fast moving consumer goods (FMCG), among others. Speaking at this year's maiden stakeholders' forum held in Lagos, Charles Edike, Customs area controller of Apapa Area 1 command, disclosed that the command also transferred a total of 40, 000 containers to bonded terminals and other off-dock facilities as part of the measures to forestall congestion of cargoes at the ports. "We will continue with the policy of transferring containers to off-dock facilities to avoid congestion at the terminals because the revenue, which is generated from both the port and bonded terminals, goes to the Federal Government through the service from wherever it is collected. So it is in the overall interest of the nation's economy that we will continue to transfer containers when the need arises", he assured. Despite the transfer of these containers, he said, the command's revenue also grew by N71.2 billion to N301.3 billion, at the close of economic activities on December 31, 2014. This, he disclosed, was an encouraging improvement from N230.1 billion recorded in the previous year of 2013. While commenting on the revenue generation, he said, "This command will continue to do without revenue from rice imports, which accounted for about N35 billion out of a total of N301.3 billion generated in 2014. We are optimistic that the command will do better in 2015". Edike, who appraised the performance of the Pre-Arrival Assessment Report (PAAR) one year after its introduction, said that the new system has overcome its initial challenges like any other new innovation. "PAAR has definitely outgrown its teething problems and it is now yielding positive results to the nation's economy, and Customs from other parts of the world have been coming here to copy it," he added.

The Customs boss further reveals: "PAAR has brought succour to the agents and has also helped the service to build capacity, as officers and men are trained and re-trained on PAAR administration and procedures." He, however, assured that the service would continue to strengthen the administration of PAAR in order to boost the nation's import and export revenue, especially given the dwindling oil revenue occasioned by the decline in crude oil price at the global market, which has negatively affected most oil exporting nation's including Nigeria. The government, according to him, is focusing attention on non-oil revenue as part of measures to cushion the effects of the dwindling oil revenue, which has remained the mainstay of the nation's economy. Kris Keme of the Shippers Association of Lagos State, who commended the service for the progress made in the administration of the PAAR regime, also called on Customs to eliminate all encumbrances to free flow of trade across the international frontiers through the introduction of global best practices such as automation of clearing process. He particularly frowned at the delay suffered by already cleared consignments at the various port exits in the country, insisting that as soon as a consignment is cleared, it must also be allowed to exit the port gates to avoid further delays. He also decried the poor state of the port access roads, which he argued does not facilitate trade. **Source: BusinessDay Online**

### Panalpina expands Africa footprint

International freight forwarding and logistics company, **Panalpina**, has opened two new bases in Morocco and Kenya. The offices in Casablanca and Nairobi became fully operational in January, and support Panalpina's growth strategy for the region. In both economies, opportunities for growth exist predominantly in the energy and infrastructure sectors. Panalpina has established its own offices in Morocco and Kenya, giving customers in these expanding economies a single point of contact, and direct access to the company's global network and services in air freight, ocean freight and logistics.

"Expanding our global presence is part of Panalpina's overall strategy, especially in growth economies such as Morocco and Kenya," says Peter Triebel, Panalpina's regional CEO for the Middle East, Africa and CIS (MEAC). "With strong prospects in the two countries, especially in the energy and infrastructure sectors, establishing a formal presence is an important part of our long-term market growth and customer satisfaction objectives."

Global customers, especially those operating in the energy sector, often require a local presence to achieve integrated, end-to-end solutions. With the know-how Panalpina has amassed from its other global operations, it is well placed to implement its world class processes in these new markets.

### **Morocco: gateway to West Africa**

With a population of 33 million, and an ever-strengthening economy, Morocco offers Panalpina several business opportunities in key industries such as energy, automotive, aerospace and healthcare.

Morocco has many onshore wind farms and has emerged in recent years as a leader in the region's wind power generation. Investment in solar power technology, such as the Noor-Ouarzazate Solar Complex, is helping Morocco reduce its dependence on fossil fuels and meet its growing energy demand. In addition, hydro and coal fired power plants are being constructed, expanded or modernized. Industrial free trade and logistics zones have brought foreign investment and employment to the northern region of Morocco. In particular, car manufacturers and their suppliers have established a significant presence there.

"Morocco has great business potential; in future the country will serve as a gateway to Mauretania on the West African coast, and to the inland African countries of Mali, Burkina Faso and Niger," explains Maxime van Geenbergh, Panalpina's new managing director in Morocco.

### **Kenya: gateway to East Africa**

Kenya's 45 million strong population continues to benefit from growth and investment in the oil and gas, telecommunications, perishables, chemical and healthcare sectors. The discovery of major oil resources in northern Kenya has brought a host of leading oil companies into the region. As Panalpina holds service agreements with many of these companies, the Nairobi office will cater to their increasing local requirements. The construction of a mega-port in the northern coastal city of Lamu also reinforces the need for on-the-ground support, as the building of roads, a rail link and a pipeline will soon be underway. Nairobi's airport already serves as a regional hub for East Africa.

"Kenya is East Africa's largest economy and a gateway to the region, especially Uganda and Rwanda," notes the country's managing director Juergen Paliko. "With the Nairobi office in place, Panalpina is now able to take a more focused approach to cultivating local business and also trade lanes from the Middle East and Asia into Kenya."

For more information, please visit : <http://www.panalpina.com>

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## **Vietnam Introduces Container Weighing Rules**

Overweight containers are a serious issue for the industry, impacting crew, vessel and cargo safety. Some countries such as Vietnam are seeking to address the issue with domestic legislation. Christian Ott, Vice President Head of Claims, at **Skuld Singapore**, with support from Total Marine Claims, has issued an advisory note saying that following repeat concerns with respect to containers having been found to be overweight when presented for shipment, the Vietnamese Government enacted a new law in 2014 which limited the total weight of 20 and 40 feet boxes to no more

than 20 metric tons, including the weight of the container itself. The limit applies to containers for both road and sea transport.

Weighbridges have been installed at Vietnamese ports, container yards and even highways to monitor weights of containers for the purpose of enforcement of the new law which applies to both export and import shipments.

Containers found to violate the weight limits may lead to fines for the trucks carrying them, and at ports and container yards boxes have been unstuffed and re-loaded in to more boxes where they have been found to be too heavy.

Early indications are that there is a rigorous enforcement of the new rules, and as such they present a welcome development towards the safety of shipments for the benefit of crews, vessels and the cargo laden on board, says Ott.

The Association has previously advised on the new SOLAS amendments which will come in to force in 2016. In the meantime, vessels should (despite the known time pressures) seek to ensure they have proper cargo declarations and manifests supplied in advance of loading so that it can be planned and executed safely, says Ott. That means ensuring both weights, and contents are duly declared and taken in to account when the stowage plan is prepared and reviewed.

Where vessels are seriously concerned about the safety of a particular box, it may be better - despite the risk of a dispute - not to load it and instead proceed with completing operations with the remainder of the scheduled cargo.

While an argument may ensue about the non-shipment of the box, given the need to get on with the job of shipping the rest of the load, this is the safer route to take, she says. Should there be a serious concern over more than one box, i.e. a wider issue with a stowage plan proposed by shippers or issues arise during the cargo operation which give rise to safety concerns, then again it may be better to take the necessary remedial action there and then.

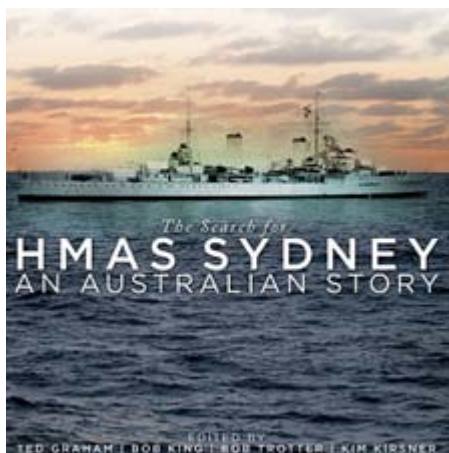
Once a vessel is on the high seas it will be very difficult to deal with an overloaded stack that is in danger of collapsing (or has indeed collapsed). Given the time pressures and volume of cargo, masters and chief officers need good shore side support to enable them to check that the job is done properly and safely. In case of urgent concerns, masters should not hesitate to contact the Association's local correspondents, says Ott. **Source: Skuld**

## **Intermediate Claims Procedure Removed from London Arbitration Clause**

The London Maritime Arbitrators Association (LMAA) Intermediate Claims Procedure, designed for disputes where a claim exceeds the sum agreed under the LMAA's Small Claims Procedure, but is not more than USD 400,000, was incorporated into BIMCO's Dispute Resolution Clause in 2012. However, the LMAA have advised BIMCO that the procedure is not being used to the extent they had hoped for and have requested the removal of the reference to the procedure from our standard Clause.

The newly issued Dispute Resolution Clause 2015 reflects this minor update. This is the only change to the Clause. A Special Circular containing the revised wording is available to download from the BIMCO website **Source: BIMCO**

## **The Search for HMAS Sydney**



An Australian Story is an integrated account of the long and challenging history of the search for **SYDNEY**, which sank with the total loss of its crew of 645 after a battle with the German raider **KORMORAN**, off Shark Bay, Western Australia in 1941. Both **SYDNEY** and **KORMORAN** were found during a search mounted in March 2008.

The book contains excellent sections on family memories and commemoration, the history of the RAN relating to the ship; other chapters focus on the problems associated with the establishment of the **Finding Sydney Foundation** and the evolution of the \$5.3 million needed for the search. Additional chapters consider the challenges posed by debate over search location, which the FSF had solved four years before the in-water search, and the long search to recover and identify the body of the sailor who washed up on Christmas Island. The final two chapters focus on engineering issues associated with the design and destruction of Sydney, and one chapter that considers outstanding human factors issues associated with her loss. The book

is a fascinating mix of great emotion, Australian science, forensic analysis, engineering and commemoration extremely well illustrated and a 'must read'. For further information contact [tedgraham@iinet.net.au](mailto:tedgraham@iinet.net.au).



## MARITIME ARTIST CORNER



The latest creation of maritime artist [Ronald van Rikxoort](#), tankers with a **Fairplay** tug in Rotterdam Europort see more of **Ronalds** work at [www.artabc.nl](http://www.artabc.nl) or **CLICK on the painting**

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

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



Last Friday the Bonn-Mees sheerlegs **MATADOR 3** lifted a new mast crane onboard the **CEONA AMAZON**  
**Photo : Willem Holtkamp - <http://fotomaker.jalbum.net/FOTOMAKER/> ©**

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