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Civil Construction Marine Services Offshore Oil & Gas



Huisman premises as seen from the EMAS vessel 'LEWEK CONSTELLATION'. In the foreground, the GEOSEA 'NEPTUNE' with a new upgraded boom. In the background, the 'CEONA AMAZON' with 570mt G-lay pipelay system. At the Huisman quay side the DOF/Technip 650mt Vertical Lay System. Photo : Rik van Wijngaarden ©

EVENTS, INCIDENTS & OPERATIONS

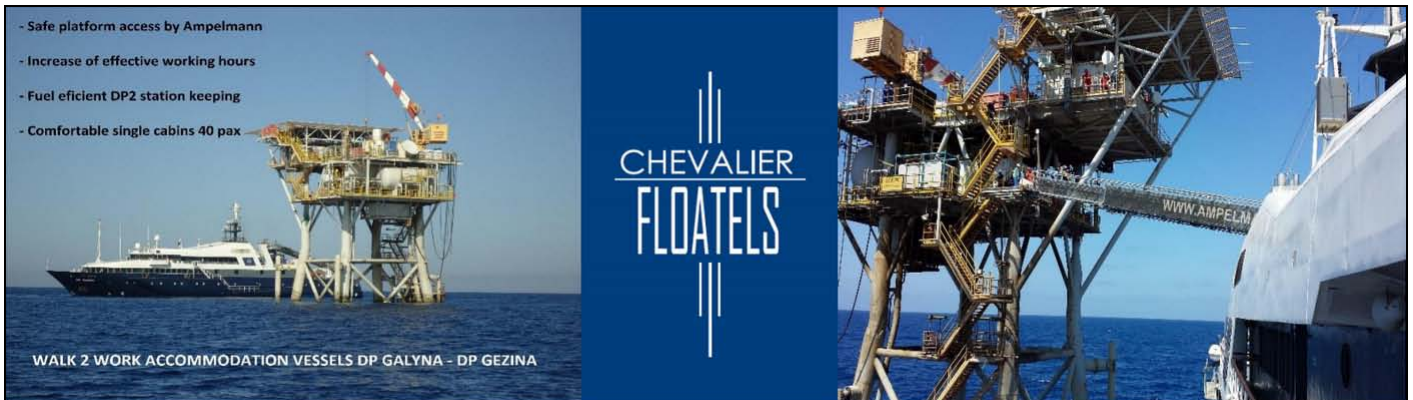
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UASC's "AL QIBLA" working containers at Felixstowe Photo : Andrew Moors Harwich RNLI lifeboat. ©

China defends ship's actions against Philippines in South China Sea

China on Thursday defended the actions of a coast guard vessel in the disputed South China Sea after the Philippines accused it of ramming three fishing boats and urged Manila to increase "indoctrination" of its fishermen. The Philippines said on Wednesday that a Chinese coast guard ship had rammed three Philippine fishing boats in the disputed Scarborough Shoal area last week and Manila had protested to Beijing over the incident. The news drew a stern rebuke from China's Foreign Ministry, which said that last Thursday, many fishing vessels from the Philippines were "illegally lingering" in the waters surrounding the Scarborough Shoal and did not abide by China's management. "China's coast guard sent a dinghy to drive them away and slightly bumped one of the fishing vessels," Chinese Foreign Ministry spokesman Hong Lei said at a daily news briefing. "We ask that the Philippines strengthen education and indoctrination of its fishermen to prevent such incidents from happening again." China seized control of the area

after a three-month stand-off with the Philippine coast guard in 2012. Beijing lays claim the entire South China Sea, which is believed to be rich in oil and natural gas deposits. Brunei, Malaysia, the Philippines, Vietnam and Taiwan also claim areas of the sea where about \$5 trillion ship-borne trade passes every year. All states except Brunei have a military presence in the disputed areas. Hong said that the Chinese ship that was sailing in the waters of the Scarborough Shoal was maintaining "normal order" to safeguard the waters in accordance with the law. The Philippines' foreign ministry said the "intentional" ramming of three local fishing boats had put the lives of fishermen at risk.

Source : Reuters (Reporting by Sui-Lee Wee; Editing by Nick Macfie)



The 294 mtr long 2014 built **CORCOVADO LNG** moored at the **Rotterdam GATE terminal**

Photo : Peet de Rouw © **CLICK on the photo to view the High resolution version !**

Euronav Pays Bond to Buy 15 Maersk Tankers

Euronav NV will repay the US\$235 million bond issued to finance the acquisition of 15 VLCC oil tankers from **Maersk Tankers Singapore**, following a closure of its Initial Public Offering (IPO) of ordinary shares on the New York Stock Exchange. According to press release, Euronav issued notice to exercise its right to request the contribution of 30 outstanding perpetual convertible preferred equity securities on January 30, 2015. It expects to repay the bond on or around February 19, 2015.

The bond was issued at 85% of its principal amount with an interest rate of 5.95% per annum for the first year and 8.50% as of the first anniversary date. Euronav exercised its right to request the contribution of the 30 outstanding perpetual convertible preferred equity securities and issued such notice on January 30, 2015, following its IPO. The VLCC oil tankers have an average age of four years and will expand the large tanker fleet of Euronav. The newcomers will be operated in the Tankers International VLCC Pool of which Euronav is a founding member. Source : **MarineLink**

Finmeccanica denies talks to sell Oto Melara and Wass stakes

Italian industrial conglomerate Finmeccanica denied on Thursday a media report that it was in talks to sell stakes in weapons makers Oto Melara and Wass, saying it was not consistent with its new business plan. Weekly Panorama said on Thursday that Finmeccanica, which is seeking to cut a heavy debt burden and refocus on its core aerospace and defence businesses, was in talks to sell the stakes to shipbuilder Fincantieri. In a separate statement, Fincantieri also denied the talks. After the denials, Panorama issued a statement reiterating that it had learnt from sources close to the matter that Fincantieri CEO Giuseppe Bono was interested in strengthening the group's position in the naval military market.

Finmeccanica announced its first business plan under new CEO Mauro Moretti last month. He aims to cut debt to below 3.5 billion euros (\$4 billion) and transform the state-controlled firm into a leaner aerospace and defence group. As part of the plan, Finmeccanica is selling its rail businesses and could also dispose of its U.S. defence electronics division DRS Technologies. The need to cut debt has been fuelling speculation about other asset sales. Source : **Reuters (Reporting by Gdynia Newsroom and Danilo Masoni in Milan; editing by David Clarke)**

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Wahkiakum County's new ferry expected to arrive later this month

Wahkiakum County's new Puget Island-Westport ferry is due to arrive from its birthplace in a Whidbey Island shipyard on Feb. 27 and start service right away. "We'll have to limit traffic on the new ferry to just cars and pickups initially until we can complete the new ramp," said Pete



Ringen, Wahkiakum County's public works director. The new ramp on the Washington side of the Columbia River will expand service to all highway-legal semi trucks. Work on the ramp is expected to be completed in April and cost more than \$500,000. "Some people are concerned (the ferry) will become a truck route, which is a little far-fetched," he said. "It's nice to be able to take them across when necessary," when slides and other road troubles squeeze traffic. The more than 40-year-old Ferry **Wahkiakum** could not handle semis, and the electrical and steering system had more in common with personal fishing boats than newer ferries. "The old ferry was really kind of getting to the point where we were going to invest a lot of money to keep it running," Ringen said. "We were very fortunate we were able to build a new ferry almost entirely with grants." The county took out a \$1.1 million loan for the Oscar B project — the rest of the \$5.7 million is covered by federal and state grants. Ringen said the Oscar B's bathroom and pilot house will be much improved from the old ferry, and capacity will nearly double as well. The **Oscar B** will be 40 feet longer than the Ferry **Wahkiakum**. It costs \$5 to take a car or pickup across the river to Westport, and there is the possibility fares could be different for semi trucks. Ringen said that's a discussion that will happen locally and require approval from the state. The **Oscar B** was constructed by **Nicholas Brothers Boat Builders**. The Whidbey Island company will be delivering the boat by sea and across the Columbia River bar, giving Oscar some salty ocean character before going into freshwater service. "Names of some of those islands along the Washington coast — like Destruction Island — it's a little disconcerting, but they've assured us, and it's their responsibility to be insured," Ringen said. "And they said they've got the best captain in the business for this." Source : tdn

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Norman Atlantic death toll rises to 10

By : Andrew Spurrier

A charred body has been found on board the fire-ravaged ferry **NORMAN ATLANTIC**, taking the death toll aboard



the vessel to 10. The latest body was found in the cabin of a lorry on one of the vessel's vehicle decks, according to Italian news agency ANSA. It was found in the course of an inspection of the vessel carried out in the port of Bari, where the vessel was recently towed after initially being taken to the port of Brindisi. The

body has been transferred to the institute of forensic medicine in Bari, where efforts are being made to identify it using DNA samples. Apart from the 10 bodies now found and two Albanian tug crew members who died during efforts to rescue the burning vessel, 18 people, of whom 16 were on the vessel's passenger list, remain unaccounted for. Fire broke out on board the **NORMAN ATLANTIC**, in the early hours of 28 December as it was making a crossing between the Greek port of Igoumenitsa and Ancona in Italy. Most of the vessel's 477 passengers had to be evacuated by helicopter. Source : [ihsmaritime360](#)



Recently delivered from SHI, Seadrills "**WEST CARINA**" at anchorage loading bunkers and cargo load out prior to transit for Brazil. Photo : [Shawn Green](#) ©

Li Ka-shing ponders partial sale of port assets in Hutchison Whampoa

Billionaire looks to sell 40pc stake in HPH to consortium of mainland firms while seeking acquisitions in Europe as revamp gains pace

By : JING YANG

Billionaire Li Ka-shing is mulling a partial disposal of the port operations held by Hutchison Whampoa to a consortium of state-owned mainland firms while ratcheting up his effort to snap up assets in Europe in an increasingly hectic

round of corporate restructuring. Hutchison and four mainland companies had been in talks since the middle of last year over a 40 per cent stake in Hutchison Port Holdings (HPH) valued at HK\$150 billion to HK\$160 billion, a source with direct knowledge of the matter said. At the other end of the table from Li are China Merchants Holdings (International), Cosco Pacific, China Shipping Terminal Development and State Development & Investment Corp. The negotiations have been more muted recently after Li revealed the restructuring of Cheung Kong (Holdings) and Hutchison last month in a move that led to his conglomerate registering in the Cayman Islands. That move stoked renewed talk that he was divesting out of Hong Kong and the mainland. "There is nothing at this moment that we should report to the market. If and when there is any transaction which requires an announcement according to the Hong Kong listing rules, we will duly comply," China Merchants said in a statement. The possible deal also hit a hitch as the buyers found Li's price "excessively overvalued", the source added. "It is like a replay of the ParknShop [deal]. The buyers would only end up massively overpaying for assets with no essential upside and no managerial control," the source said. In 2013, Li scrapped a plan to sell ParknShop, which owns a chain of 345 supermarkets on the mainland, Hong Kong and Macau, after potential buyers appeared to be put off by the US\$3 billion to US\$4 billion price tag. Eventually, Singapore's Temasek Holdings bought almost a quarter of AS Watson Group, which owned ParknShop. Known as "superman" in the city, Li has been buying assets from Canada to Europe, stoking talk that he is shifting or transferring assets out of Hong Kong and mainland China. He has denied he is leaving. Hutchison holds an 80 per cent stake in HPH, the world's largest container port operator by throughput with a foothold in 52 ports in 26 countries. Neil Davidson, a senior port and terminals analyst at British maritime consultancy Drewry, said the prevailing market price for port assets after the 2008 global financial crisis stood at 10 to 12 times earnings before interest, tax, depreciation and amortisation (ebitda). "During the 2005 to 2007 market peak, it was 20 to 25 times, which now seems extraordinary," he said. The port business, including HPH and HPH Trust, a Singapore-listed business trust that holds container ports in southern China, generated HK\$11.45 billion in ebitda in 2013, putting the HK\$150 billion to HK\$160 billion price Asia's richest man is asking for at 26 to 28 times ebitda. By comparison, Hutchison sold a 20 per cent stake to Singapore's PSA International in 2006 for HK\$34 billion, equivalent to 17 times earnings before interest and tax. When contacted by the South China Morning Post about the talks with the mainland companies, Hutchison said: "The market rumour is unfounded." **Source : South China Morning Post**



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The **SWEDISH REEFER** inbound for Rotterdam – **Photo : Cees van der Kooij (c)**

No tugboat at Port

The small port at Vizhinjam is not equipped with a tugboat, a fact which put considerable pressure on the Coast Guard following Thursday's crisis involving cargo vessel **MV Minnath**. After the leak on the cargo vessel's hull was plugged,

there was no way to tow it back to port. The ship was in not state to sail back, and the shipping agent had informed the Coast Guard of his helplessness on the question of a tug, according to Coast Guard officials. With no way out, a Coast Guard ship finally towed the ship back to Vizhinjam, a distance of about seven nautical miles. "We took a tremendous risk," Coast Guard Commander (Kerala and Mahe) T K S Chandran said. "The Coast Guard vessel which towed it was just a 100-tonne vessel made of fibreglass. It towed a 259-tonne cargo vessel," he said. Vizhinjam port, which is one of the numerous minor ports dotting the Kerala coastline, has only a patrol tug, but no tugboats which are used in ports to manoeuvre ships by towing or pushing. "Not much shipping activity takes place here. Only Kollam has one (among the minor ports)," a Port official said. **Source : The New Indian Express**



The former Boskalis CSD **URSA**, now named **HUTA 14** seen operating in King Abdullah Port , Saudi Arabia

Photo : Gerrit Last ©

Six Somali pirates jailed in Spain

A Spanish court on Wednesday convicted six Somalis for piracy and sentenced them each to 16 and a half years in jail for attacking a Spanish tuna trawler off the coast of Somalia in 2012. The six men have been held in a Spanish jail since November 2012 since being caught by Dutch sailors after they ambushed the Izurdia off the Horn of Africa using AK-47 assault rifles. Spain's National Court, the country top criminal court, convicted the six of piracy and membership of a criminal group.

In its ruling the court said the six men formed "an assault cell or organised pirate group with material to board and kidnap commercial boats that sailed in the Indian Ocean off the coast of Somalia. The court said they were part of an organisation, based in Zimbabwe capital Harare, dedicated to enriching itself from assaulting and kidnapping boats in the Horn of Africa. The court said the six armed men approached the Izurdia on a skiff on October 10, 2012 about 300 nautical miles off the Somali coast. They aborted their attempted ambush after private security guards on board the Spanish trawler fired shots at them.

A Dutch navy ship taking part in the European Union's anti-piracy operation Atalanta detained them the following day and handed the six men over to Spanish authorities. A Spanish court in 2013 convicted another six Somalis for piracy and sentenced them to between eight and 12 and a half years in jail for attacking a Spanish warship in 2012 off the coast of Somalia. In 2011, two Somalis were sentenced in Spain to 439 years in jail each for seizing a Spanish tuna-fishing boat in 2009 and holding its 36 crew members for 47 days. Under Spanish law, they will serve only a maximum of 30 years in jail, regardless of the sentence. Maritime piracy by Somalians in the Horn of Africa hit its peak in 2011, but has since waned significantly in the face of stepped-up international naval patrols. **Source : TheLocal**

Work begins on £350,000 home for Hamble Lifeboat

IT has been a decade in the making, but work is finally to begin on a new home for a Hamble's lifesaving crew. Hamble Lifeboat is swapping its 40- year-old station for a new one, twice the size and fit for the modern era, with

demolition work now under way. The current concrete garage, on Hamble foreshore, will be replaced at a cost of £350,000. The facility has been the lifeboat's home virtually since it was established in 1968.



But it does not have hot water, toilets, changing facilities or showers and was designed for a 17ft boat, meaning the crew has to partially dismantle one of its two 32ft RIB boats just to get it in, with the other boat remaining on the water. In addition, the new two-storey hub will have an area for the crew and a kitchen. Public toilets next door will also be knocked down and new ones built as part of the 26-week project. The 23-strong crew, all volunteers from Hamble and surrounding areas, man the building at weekends and are on call at any time of day or night. They hope that a

larger building will increase their public profile and fundraising and enable them to interact more with the public, offering prevention advice to reduce incidents on the water as well as making it more comfortable for those volunteering. Fundraising To prevent any interruption to the volunteers' crucial work – keeping those safe at sea – since September the crew has operated from an office and pontoon space provided rent free at Hamble Point Marina half a mile down the river. Fundraising began ten years ago but has been stepped up in recent years. The £290,000 project received £50,000 from the Bursledon, Hound and Hamble-le-Rice Local Area Committee (part of Eastleigh Borough Council) and £70,000 each from Hamble Parish Council and the Hamble Harbour Authority. The rest has been raised by the station, which launches around 100 missions a year. As one of eight independent lifeboat stations in the Solent and around 60 across the country, Hamble Lifeboat is not part of the RNLI and receives no funding from the charity. It relies on donations and fundraising to meet the £28,000-a-year running costs. Senior crew member and fundraising coordinator Stuart O'Connor, 30, of Somerton Avenue, Harefield, said: "The service is expanding, we've got more crew onboard now, there's more requirement for our services. "We can't operate out of a shed any more – we need this purpose-built building to drive the service forward." Source : [dailyecho](#)

GOLIAT LOADED ONBOARD DOCKWISE VANGUARD



As mentioned yesterday in the newsclippings The giant **GOLIAT** floating production unit has been loaded aboard transport vessel **DOCKWISE VANGUARD** at a South Korean yard ready for sailaway to the Eni-operated field in the Barents Sea off Norway. The cylindrical floater, designed by **Sevan Marine**, was loaded onto the world's largest such vessel on Tuesday and is now set to start the 60-day voyage after completion of offshore testing at builder Hyundai Heavy Industries. The unit is due to leave the Ulsan yard in the first half of this month and scheduled to arrive in the fjord off Hammerfest in northern Norway in April. Norwegian contractor Aibel will then carry out hook-up and commissioning of the floater before it departs for the field location 85 kilometres north-west of Hammerfest, ahead of scheduled start-up in mid-2015. **Source Upstream**



Photo's : Erik van Empel (c)

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Asia Dry Bulk-Capesize rates to stay near 6-year lows, tonnage glut weighs

By Keith Wallis

Rates for capesize bulk carriers are set to remain mired near six-year lows as an oversupply of ships outweighs any pick up in chartering activity, brokers said. "Freight rates are not really going anywhere. There are too many ships and not enough cargo volume," said one Singapore-based capesize broker on Thursday. While the big iron ore miners, including Vale, Rio Tinto and BHP Billiton, had all chartered ships in the past week, they carefully managed their fixing

activity to keep a lid on freight rates, the broker said. Freight rates on key capesize routes from Australia and Brazil to China have come off the six-year low hit in early January but remain close to that level. Charterers are quoting rates of \$11 a tonne for March cargoes from Brazil to China, while rates for a voyage from Australia to China will not move above \$5 a tonne "any time soon", the broker said. "Rates across the board have improved slightly but this is only a compensation for the increased bunker costs in the recent oil rally," Norwegian shipbroker Fearnley said in a weekly note on Wednesday. Charter rates for the Western Australia-China route rose to \$4.33 per tonne on Wednesday, not far from \$4.12 hit on Jan. 12 - the lowest since December 2008. Rates for the Brazil-China route rose to \$10.36 per tonne on Wednesday, after falling about 17 percent over the past nine sessions from a peak of \$12.39 hit on Jan. 21. The rate had dropped to \$9.65 on Jan. 9, the lowest since January 2009. Freight rates in the smaller panamax market, which have halved in the last month, were trending lower with little sign of a rebound, a Singapore-based panamax broker said on Thursday. "It's really terrible. I can't really see any light at the end of the tunnel," he said. Rates for a panamax transpacific voyage, which have steadily dropped since November, fell to \$2,823 a day on Wednesday, the lowest since January 2009. Freight rates for smaller supramax bulk carriers had fallen to \$5,000 per day for a roundtrip from Indonesia, Fearnley said in its weekly note. The Baltic Exchange's main sea freight index closed down at 569 on Wednesday against 666 on Jan. 28. Technical analysis showed the benchmark may drop towards 487 in a week, as it has broken a support at 677. **Source : Reuters (Editing by Himani Sarkar)**



Boskalis "TSHD **ORANJE**" dredging at Songdo, Incheon, South Korea. **Photo : Ian W Haan (c)**

Asia Tankers-VLCC rates to climb on fixture flurry and tight vessel supply

- Middle East rates to rebound to W60 on strong cargo demand -broker
- At least 30 Middle East fixtures still to be fixed -broker

By Keith Wallis

Rates for very large crude carriers (VLCCs) on key Asian routes should continue to rebound next week as charterers ramp up fixture activity ahead of the Lunar New Year holidays amid a tightening in tanker supply, brokers said. Around 20-30 fixtures from the Middle East still need to be concluded to complete February's fixture programme on top of the 80 that have already been fixed, brokers said on Friday. "We've got a week before Chinese New Year to put it all away," said one Singapore-based VLCC broker. "Owners are looking to break 60 (on the Worldscale measure)."

He thought that milestone could be reached later on Friday or early next week. Rates from both the Middle East and West Africa to Asia started to rebound on Wednesday after steadily falling from mid-January. VLCC rates from the Middle East to Japan hit W81 on Dec. 17, the highest level since February 2011. "There has been a flood of cargo with plenty still to be fixed. The (Middle East) tonnage list going into the middle of February is quite tight. The vessel overhang that was there is gone now," the broker said. The supply of VLCCs for cargoes from West Africa for the first three weeks of March is also tightening, the broker said. "After the recent drop, there has been a flurry of fresh

business and owners trying hard to regroup and to hold on to conquered ground and the battle continues," Norwegian shipbroker Fearnley said in a weekly research note on Wednesday. VLCC rates for the benchmark route from the Middle East to Japan were around W57 on Thursday, although owners were seeking rates of at least W59.50 on Friday, brokers said. Rates for West Africa to China were near W57 on Thursday, recovering since Wednesday to snap more than two weeks of steadily falling freight rates. They hit W72.5 on Dec. 17, the highest since March 14, 2011. In other trades, rates for 80,000-tonne Aframax tankers from Southeast Asia to East Coast Australia fell to about W107.25 on Thursday, having slipped from W114.25 on Jan 27. Clean tanker rates from Singapore to Japan were W119.25 on Thursday, virtually unchanged since Jan. 20 as vessel supply and cargo demand remained balanced, one Singapore clean tanker broker said. **Source Reuters (Editing by Alan Raybould)**



The **MAERSK EUBANK** inbound for Rotterdam – Photo : Dick Smit www.schepenspotterxl.com ©

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Bimco issues Gulf of Guinea security advisory

The purpose of this advisory is to highlight recent events in the region and reinforce guidance:

Recent Events:

1. As reported by BIMCO last weekend armed pirates boarded and hijacked a fishing vessel underway off Togo. The Togo Navy responded and engaged the pirates. Twenty crew jumped overboard in an attempt to escape, and were rescued by the patrol boat. The remaining seven crew were taken hostage as the pirates fled heading out to sea. The pirates later left the ship and the crew sailed towards a safe port. One crew has been reported as killed in the incident.
2. On Wednesday night it is reported by IMB that armed pirates attacked a Greek-owned tanker while it was waiting to load off Nigeria, killing its Greek deputy captain and taking hostage three other crew. The attack on the ship Kalamos, which had a crew of 23 and was sailing under a Maltese flag, took place at Qua Iboe. Members would want

to know BIMCO has further heard that the Master activated the SSA and made a distress call which was received on channel 16, requesting for medical assistance as a result of injuries sustained from the pirate attack on the ship. Three persons are missing, while in fact 2 crew were injured, one fatally as reported. A NIMASA patrol boat was said to have engaged the pirates in a gun battle. The pirates were said to be using two speed boats and are well-armed. It is understood that the First Officer was shot twice and the ship is making arrangements to evacuate the other injured crew. The injured person is believed to be the ship's Chief mate. Three crew have been abducted from the ship (2nd Officer and 2 x AB).

Members are reminded that the region has become extremely dangerous and product tankers and kidnapping of Caucasian crews seem to be the primary objective of the pirates. Although, as above, no type is entirely safe. The use of PMSCs.

1. As reported yesterday by BIMCO Security the Nigerian Government has said that it will not hesitate to detain any ship entering the country's territorial and coastal waters with security escorts on board, whether armed or unarmed. The Nigerian Maritime Administration and Safety Agency, NIMASA, gave this warning when the agency detained three ships, LILAC VICTORIA, UACC EAGLE and MORGANE, because they sailed into Nigeria with individuals linked to private security firms overseas offering training on the use of weapons.

2. Members are advised to note this intention which has been corroborated by other third party sources. Yesterday afternoon two PMSC Guards were arrested and a ship detained although cargo operations have been allowed to continue. It is not yet known if the guards were armed or not.

Members are reminded that detailed BIMCO Guidance on Gulf of Guinea Piracy can be found in "Guidelines for Owners, Operators and Masters for Protection against Piracy in the Gulf of Guinea Region". The principles and best practices outlined are in many areas identical to dealing with SOMALI piracy and are strongly recommended. It is strongly advised if trading Nigeria members seek assistance from NIMASA or the Nigerian Navy, the only legitimate sources of protection. **Source: BIMCO**



Boskalis' Cutter Suction Dredge **JOKRA** ready for transport to the next project on foreign shores.

Otto Marine secures contracts to charter two PSVs to Global Oil Major in Australia

Otto Marine Limited, a leading offshore chartering group, which owns and operates more than 60 offshore support vessels globally, and also engaged in specialized shipbuilding, repair and conversion of offshore support vessels, announced today that it has secured two long term charter contracts for two Platform Service Vessels ("PSV") to an Oil Major in Australia Under the contracts, two 4000 dwt capacity PSVs will be mobilised to Australia in March – April 2015. Each of the two contracts secured comprises of a firm charter period and option, adding the total charter tenure of up to 36 months. Total contract value for the firm period and options for the two vessels is approximately AUD 80 million (or approximately USD64 million). With the latest orders, the Group's net order book stood at approximately more than USD400 million as at January 31, 2015. **Source : PortNews**

Concordia captain's lawyers defend slow evacuation order

Lawyers for the captain of the shipwrecked Costa Concordia are defending his delayed evacuation order, saying in closing arguments that the ship was still the safest place for passengers and that he gave the order once it became clear the Concordia was going down. Capt. Francesco Schettino is charged with manslaughter, causing a shipwreck and leaving the ship before all passengers were evacuated. Thirty-two people died in the Jan. 13, 2012, wreck off Tuscany. Prosecutors have asked for the court in Grosseto to convict him and sentence him to 26 years and three months in prison. In closing arguments Thursday, defense attorneys complained that prosecutors had "ghettoized" Schettino.

Five other Costa employees indicted in the case were allowed to enter plea bargains. None is serving prison time.

Source : Associated Press

Maersk inks feedership series at Cosco Shipyard

Maersk Line has awarded up to \$351m-worth of boxship newbuilding orders to Singapore-listed Cosco Shipyard Group. Informed sources say three Chinese shipbuilding companies — Yangzijiang Shipbuilding, Yangfan Group and Cosco — were among the final bidders for Maersk's feedership newbuildings but Cosco ousted the other two by offering an attractive price of \$39m each, some \$3m less per unit than its competitors. The Danish owner has signed up for seven firm ice-class, 3,700-teu vessels, plus two options. The wide-beam units are scheduled for delivery in 2017 and 2018.

News of Maersk planning to order the newbuildings was first reported in TradeWinds in November. Compliance with sulphur emission control areas (ECA) was said to lie behind the company's order, enabling it to maintain its Baltic Sea operations.

Maersk invited yards from Japan, South Korea and China to bid but the Koreans and Japanese exited at an early stage, as they were said to be seeking a price in the high \$40m range for each ship, or 20% more than what the Chinese yards were quoting.

The order paves the way for Cosco to enter the boxship market. The shiprepair/shipbuilding yard has never been involved in the sector before, although it has experience in constructing pure car/truck carriers (PCTCs), bulkers, tankers, livestock carriers and offshore units. Cosco has six yards under its wing — Cosco Dalian, Cosco Nantong, Cosco Shanghai, Cosco Zhoushan, Cosco Guangzhou and Cosco Qidong. The Maersk ships will be constructed at Cosco Zhoushan. Shipbuilding sources say the Copenhagen-based-owner is also in talks with yards over a series of 14,000-teu and 20,000-teu boxship newbuildings. "We understand Maersk needs up to half a dozen of the 20,000-teu vessels and 10 of the 14,000-teu ships," said one market source. "For these large containerships, it is likely to approach the Koreans or the Japanese to build them." Source : tradewinds



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Vroon's car carrier equipped with ABB consumption-monitoring equipment

Vroon's car carrier **Le Mans Express**, recently completed her dry-docking and first special survey at **Palumbo Shipyard** in Messina, Italy, the company said in its press release. During her docking, the vessel was fitted with a Propeller Boss Cap Fin (PBCF) to improve propeller efficiency. In addition, she was equipped with ABB consumption-monitoring equipment.

These modifications represent another step forward in making our modern PCTC fleet even more fuel efficient. We have commenced a fuel-efficiency programme for the entire car carrier fleet. As part of this programme, all M-type car carriers will be fitted with a PBCF, resulting in a fuel saving of up to 5%. Vroon's S-type car carriers are already equipped with stator fins for higher propulsion efficiency. Following successful sea trials, **Le Mans Express** left the Shipyard last Sunday 1 February 2015. While passing the Piraeus latitude the following day she was redelivered to her charterers Neptune and is currently underway to Yenikoy, Turkey. **Source : portnews**



The **ROLLDOCK SEA** loaded in Rotterdam the inland water cruise vessel **AVALON TAPESTRY II**. **Photo : Frans Sanderse ©**

'VOS Pace' delivery to Vroon

The Netherlands based shipowner **Vroon Offshore Services** took delivery of '**VOS PACE**' on 5 February 2015. This is the first of six PX121-type platform supply vessels, designed by ULSTEIN. The vessel has been constructed at Cosco Guangdong Shipyard, China.



The series of vessels will be delivered to Vroon during 2015 and 2016. According to Vroon, the vessels are destined for work in European waters. The ULSTEIN PX121 design was firstly introduced to the market in 2010, when two vessels were contracted for construction at Ulstein Verft, Norway. Today, a total of 30 ships of this design has been ordered for world-wide construction. These types of ships have a length of 83.4 metres, beam of 18 metres and a cargo deck of 850 square metres. More about the design. They also feature the patented X-BOW® hull line design, which ensures reduced and smoother vessel movements in harsher conditions. This provides better operational and fuel-efficiency advantages to the charterer, in combination with high crew safety and comfort standards.

The hull and propulsion system are deliberately chosen to be particularly well suited for the North Sea and the North Atlantic. The tank capacities and a flexible and segregated arrangement, make these multi-functional vessels able to work on many types of supply contracts. The ships meet the requirements of Clean Design, and have treatment systems for ballast water and are prepared for ABS fire-fighting class FFV1. Beyond the usual tanks for oil, water and drilling fluids, the vessels have four stainless steel tanks for

flammable liquids, such as methanol.

Chinese fishing vessel hijacked; one feared dead

One person is feared dead and three persons missing after a Chinese fishing vessel was hijacked by pirates in Togolese waters. The pirates reportedly stabbed one of the men on the vessel which led to his death. The vessel, Lu Rong Yuan Yu 917 had 22 Ghanaians and six Chinese crew on board. According to the Commanding Officer of the Ghana Navy Ships, Lt. Commander Victor Fianko, the Ghana Navy is collaborating with their Togolese counterparts to search for the three missing crew members.

In an interview with Citi News, Lt. Commander Fianko narrated that on Tuesday, his outfit received information that the hijacked vessel had been abandoned and it was heading towards Ghanaian waters. The Navy then sent a dispatch to the eastern boarder of Ghana where the vessel was intercepted.

Upon a thorough search on the vessel, the Ghana Navy retrieved 10 homemade bombs, 10 explosives, two rifles, two navigational charts covering the cost of Benin to Tema, three explosive fuses, torchlight, an empty cartridge, one lighter, a handbag which the explosives were contained in. "The Command Operation officer mentioned specifically that one of them is dead and the body is at Togo pending autopsy and three are also feared missing," he said.

This is the second time in three weeks that the Ghana Navy has intercepted a hijacked ship. On January 18, some eight Nigerians pirates were arrested by the Ghana Navy for hijacking an oil vessel in Nigerian waters. The vessel which was carrying about 1,500 tonnes of crude oil was later navigated into Ghanaian waters by the pirates but an alert from the vessel owner led to their arrest. The suspects have been remanded in Police custody. Source : citifmonline



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The **HOUSTON BRIDGE** outbound from Antwerp – Photo : Walter de Groot ©

Op-Ed: Lessons from the EU's unlikely success in the war against piracy

By Matthew Turner

Brussels - Remember how just a few years ago one of the most pressing issue to world peace and security seemed to be the sundry band of pirates off the coast of Somalia that was wreaking havoc across the Gulf of Aden by pillaging and plundering trade lanes? Newspapers were racing to warn readers about the billions lost to the world economy by piracy while pundits debated whether the agitators could blockade the Suez Canal, predicting a globalization of piracy and a return to the bygone age of buccaneers. Luckily, such threats are now moot, and it's largely the merit of the European Union. Alas, rarely does Brussels get the credit it deserves. But thanks to its ambitious naval operation Atalanta, named after a Greek virgin hunter, pirate attacks have fallen by a whopping 90 percent since 2010. It has been more than two years since a ship was successfully boarded. Deployed in 2008 at the request of the UN Security

Council, Atalanta was the first maritime military mission launched by the EU and quickly became one of Brussels' rare success stories. Initially scheduled to last one year, it has been extended multiple times, most recently on November 21 until December 2016. Back in 2008, few thought piracy could be stymied in Africa. Attacks were occurring on an almost daily basis in an area close to twice the size of mainland Europe, stretching in an arc from Yemen's coast to the Seychelles islands in the south and skirting Pakistan's territorial waters in the east. As early as 2006, the International Maritime Organization had outlined in the Gulf of Aden a recommended corridor 200 miles away from the coast of Somalia, hoping to curtail attacks. Versatile as ever, Somali pirates reacted by multiplying and constantly improving their board-and-hijack techniques, with some attacks lasting as short as 20 minutes. What was an isolated phenomenon at the turn of the millennium became a global threat in less than a decade. Just in 2010, the World Bank estimated that Somali piracy cost the global economy an estimated \$18 billion. Faced with little resistance and growing political uncertainties in the Horn of Africa, piracy expanded in scope. Apart from targeting merchant ships, piracy morphed into a severe humanitarian problem. The shipments of aid disbursed by the World Food Program (WFP), which were the only thing keeping millions of Somalis from severe hunger, became increasingly targeted after 2007. Avoiding a cataclysmic collapse of the already feeble Somali state topped the agenda of the UN, as Western states started escorting convoys through the treacherous Gulf of Aden. It soon became apparent that a unified response to this common problem was needed. In October 2008, NATO launched the humanitarian operation "Allied Provider", tasked with patrolling the vulnerable areas off the Horn of Africa. But in a surprising turn of events, the Europeans broke ranks with Washington and, under the impetus of France, who held the rotating presidency of the Union, decided to launch a separate, wider operation, EU-NAVFOR Atalanta, in November 2008. While the US-led coalition would be conducting hard military tasks, the EU's mission took responsibility for securing WFP shipments, mindful of what they saw as insufficient human rights protection in Washington's operation. Russia and China soon followed with similar deployments. By 2009, the world was witnessing an unprecedented event in the years following the Second World War: all five permanent members of the UNSC had forces deployed on the same side. In an awkward display of unintended cooperation, all five members are using the port facilities offered by the impoverished dictatorship of Djibouti – a country jammed between Somalia and Eritrea in the Horn of Africa, ruled by local strongman Ismail Omar Guelleh, who skillfully wagered his country's strategic position with the G-5 to cling on to power, gathering accolades from the West and expanding the coffers of the Treasury. Few seemed to care about Djibouti's atrocious human rights record, which includes torture, arbitrary arrests or persecution of political opponents, and now the country's strategic position serves as the main driver of Guelleh's hold on power.

Big numbers, little praise

Under Atalanta's watch, 154 pirates were captured and attacks went down from a high of 176 in 2011 to just two in 2014. Almost a million tons of WFP aid were escorted to their destination. With the piracy threat subsiding year after year, the EU decided to expand the remit of its involvement in the Horn of Africa in 2011 and deployed a capacity building mission (NESTOR) with the purpose of enhancing the navies of neighboring nations. Nevertheless, despite this lull in buccaneering, there is now need more than ever for a sustained military presence in the region. The number of Somalis in need of emergency food aid has risen by more than 20 percent since January. The WFP recognized that the presence of military escorts has discouraged pirates, but called on the international community not to waver in its commitments as over 2 million more Somalis are "struggling to meet their minimum food requirements". Even if the sea lines were made secure, the root problem is far from being solved: as long as Somalia remains a war-torn failed state, with a powerless government and with no economic alternatives to piracy, the issue will never be rooted out. As the Council pointed out, "the pirate business model is fractured but not broken". The merits of the operation should not be downplayed — it's a poignant example of Member States pooling together their resources and speaking with one voice instead of whispering with 28 different ones. Indeed, Atalanta rightfully deserves to be held as a rare success of European integration and should serve as a blueprint for future foreign policy operations. This opinion article was written by an independent writer. The opinions and views expressed herein are those of the author and are not necessarily intended to reflect those of DigitalJournal.com

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CASUALTY REPORTING



Schip gekapseisd op Westerschelde



Photo: Hans van der Linden www.aerolin.nl @AerolinPhoto BV

Hulpdiensten zijn op zoek naar twee opvarenden van een binnenvaartschip dat op de Westerschelde is gekapseisd.



Links : de Breskens KNRM reddingboot **ZEEMANSHOOP** in actie Photo : **FLYING FOCUS** luchtfotografie www.flyingfocus.nl

Een persoon is uit het water gehaald, meldde de kustwacht in de nacht van donderdag op vrijdag. Het incident gebeurde rond middernacht ter hoogte van de plaats Hoofdplaat, ongeveer zes kilometer ten oosten van Breskens. Voor zover bekend waren er drie personen aan boord. De geredde man hield de wacht, terwijl de twee andere opvarenden lagen te slapen. Vermoedelijk bevinden zij zich nog in het schip, aldus de kustwacht. Reddingswerkers zijn ter

plaats en zetten een duikteam in om de vermisten op te sporen. De Koninklijke Marine is om hulp gevraagd. Bron : de Telegraaf

NAVY NEWS

Nieuwe stationsschip Zr.Ms. Zeeland komt Willemstad binnen

Het nieuwe marineschip in het Caribisch Gebied, **Zr.Ms. Zeeland**, komt aanstaande maandagochtend Willemstad binnengevaren. Het schip wordt daar ceremonieel onthaald en gaat zich inzetten voor kustwachttaken en drugsbestrijding. Traditioneel vuurt het schip 21 saluutschoten af als eerbewijs aan de gouverneur van Curacao. Dit eerbewijs wordt beantwoord door 21 saluutschoten vanaf Fort Amsterdam om het schip en haar bemanning te verwelkomen. Vervolgens vaart de **Zeeland** ceremonieel de Annabaai binnen. De lokale bevolking is van harte uitgenodigd om de binnenkomst van het marineschip bij te wonen. De saluutschoten worden vanaf 08.45 uur af gevuld en om 09.00 uur vaart het schip de Annabaai binnen.

De Zeeland wordt voor de tweede keer 4 maanden als 'stationsschip in de West' ingezet om drugstransporten te onderscheppen en de Kustwacht te ondersteunen. Daarnaast kan het schip en haar bemanning bijstand verlenen na bijvoorbeeld de passage van een orkaan. Zr.Ms. Zeeland is een patrouillevaartuig van de Holland-klasse, ook wel aangeduid als een Oceangoing Patrol Vessel. De bemanning bestaat uit ongeveer 65 personen en het commando is in handen van kapitein-luitenant-ter-zee Eric Toebast. Om haar taken uit te kunnen voeren, is het schip uitgerust met 2 snel inzetbare FRISC-boten en wordt een Amerikaanse boordhelikopter tijdens een deel van de periode aan boord gestationeerd.



The Dutch OPV **P 841 ZEELAND** made a stop in Trinidad before heading for Curacao – Photo : Tycho Sta ©

India eyes U.S. aircraft carrier technology as arms ties deepen

By Sanjeev Miglani

India wants to use state-of-the-art U.S. technology to boost the range and potency of a planned aircraft carrier, defence sources said, in a move that would tie their arms programmes closer together and counter China's military influence in the region. The proposal, referred to only obliquely in a joint statement at the end of President Barack Obama's recent visit to New Delhi, is the clearest signal yet that Washington is ready to help India strengthen its navy. Although the aircraft carrier in question would not be ready for at least another decade, such cooperation could act as a balance against China's expanding presence in the Indian Ocean. It would also represent a shift away from India's traditional reliance on Russian military hardware, particularly if, as some experts expect, it leads to knock-on orders for U.S. aircraft in the longer term. After years of neglect, India's navy is in the midst of accelerated modernisation under Prime Minister Narendra Modi.

It inducted an old aircraft carrier from Russia in 2014 to add to an ageing British vessel likely to be decommissioned in 2018. Last year, soon after taking office, Modi cleared funds to ensure another carrier being built domestically was ready for service in 2018. He also endorsed navy plans for a further carrier which would be its biggest, and it is this one that may be built with U.S. technology, a defence ministry source and two former navy vice admirals with ties to the naval establishment said. The joint statement by Obama and Modi spoke of a "working group to explore aircraft carrier technology sharing and design" as part of the Defense Trade and Technology Initiative. Defence officials said this could lead to direct U.S. participation in building the 65,000-tonne INS Vishal carrier. "The U.S. navy is the only one that operates large carriers today, so we are looking at what they can offer, what is possible," the defence source said. Former vice admiral Arun Kumar Singh said naval planners want a carrier that can launch heavier planes, and the only way to do that is from flat decks which U.S. carriers have instead of Russian "ski-jump" decks. "The Americans, I believe, have said 'ok, we will help you design a ship and you also buy our catapults' to launch aircraft," he said. Former rear admiral Ravi Vohra said the Indian navy's ultimate objective was a five-carrier fleet comprising a mix of large and small carriers. At the heart of the proposed collaboration is a U.S. offer to share the Electromagnetic Aircraft Launch System (EMALS) developed by General Atomics and which is now being installed on the Gerald R. Ford class of carriers that are joining the navy. The new system means jets can launch off a flat deck at a faster rate and with less fatigue to aircraft. U.S. defence and industry officials said sensitivities over selling advanced EMALS technology to India meant any major movement on the carrier question was unlikely in the near term. Two sources familiar with the issue added that the U.S. response to Indian overtures had been cool until very recently. "Things are finally beginning to look a lot more positive," said one of the sources, who was not authorized to speak publicly. For India it is a big leap. Its existing carrier force uses ski-jump ramps to help planes take off and brings them in using wires to slow them down. For that reason, planes have to be lighter and are fewer in number. With an EMALS system on a flat deck, India's navy planners hope to increase the number of aircraft on board the INS Vishal to 50 from 34 and field heavier fighter jets with longer reach as well as airborne early warning aircraft. "EMALS is one of the most revolutionary things in carrier technology because it completely changes the way you fire a plane off the top of a ship," said James Hardy, Asia-Pacific Editor for IHS Jane's Defence Weekly. "The Chinese have been talking about getting it for their carriers for a long time ... but it's quite a big technological ask."

CHINESE FORAYS WORRY INDIA

The Indian defence source said representatives of General Atomics showed the technology to members of a Naval Design Bureau working on the next-generation carrier back in 2013. The defence ministry declined to comment.

China is operating a lone carrier, the 60,000-tonne Liaoning bought from Ukraine, but reports have circulated of a second carrier under development. China wants to develop an ocean-going "blue water" navy capable of defending its interests as it adopts a more assertive stance in territorial disputes with neighbours in the South China Sea. Modi has sought to improve ties with China, seeing it as a vital economic partner.

But the government has been rattled by Chinese naval forays in the Indian Ocean, including when a submarine docked last year in Sri Lanka. Vijay Sakhujia, director of defence ministry-funded National Maritime Foundation think-tank, said U.S. involvement in the flight-launch technology of an Indian carrier could lead to future deals for U.S. aircraft makers. "It is early days yet, but once we get this carrier deck technology from the U.S., maybe there will be a joint development of fighter jets to be operated out of it." **Source : Reuters (Additional reporting by Andrea Shalal in Washington; Editing by Mike Collett-White and John Chalmers)**

Navy stops Tuo Jiang-class trials

OVERLOADED? A senior navy commander said that the original design was altered to add more combat functions, exacerbating flaws and leading to insufficient buoyancy

By Lo Tien-pin and Jason Pan

The Republic of China (ROC) Navy has put a stop to trial runs of the new missile-carrying Tuo Jiang-class 618 stealth corvette due to serious design flaws that have undermined the vessel's operations, senior navy commander Lu Li-shih (呂禮詩) told the Liberty Times (the Taipei Times' sister newspaper) on Wednesday.

Lu said that several fundamental flaws in the corvette's design, along with it being packed with extra weapons and equipment systems, resulted in the vessel having insufficient buoyancy, which affected its maneuverability and stability.

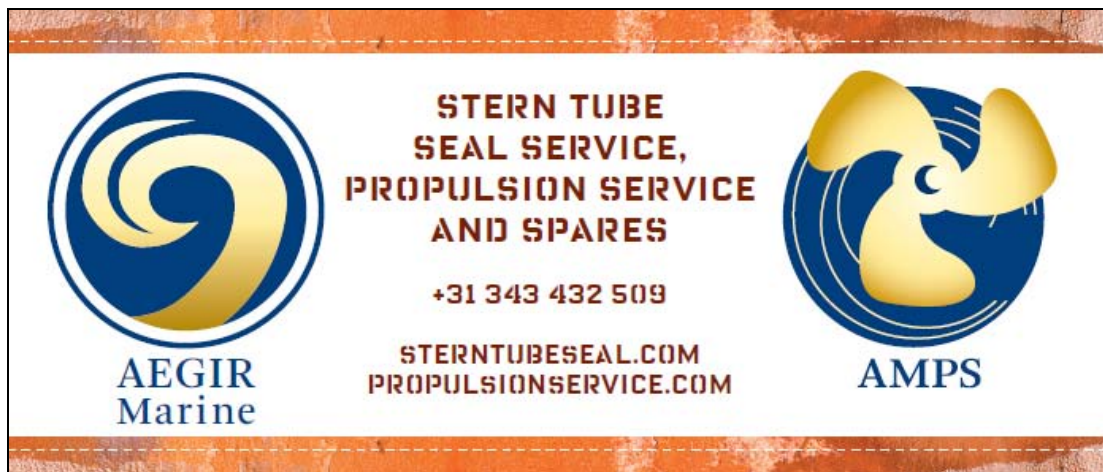
Lu is a former captain of a Jin Jiang-class patrol vessel, which are similar to the 618. "The core design concept was to build a stealth fast-attack corvette with high maneuverability," Lu said. "However, later on the design was altered in a bid to make the Tuo Jiang-class 'invincible warships,' loading it with anti-aircraft and anti-ship weaponry, along with submarine-hunting and other combat functions."

"It was like changing the design for a dress while a lady was already wearing it," he said. In addition to 16 Hsiung Feng-class missiles and two torpedo launchers onboard, the navy reportedly also has plans for the 618 to carry Sky Sword 2 guided missiles. However, even without being fully loaded with fuel, equipment and weapons systems, the vessel had already reached its maximum displacement in calm water conditions in the harbor, Lu said. "It is vital to have a patrol warship that can carry out missions in strong winds and high seas that can arise around Taiwan," the commander said. "We must ensure the safety of all officers and sailors aboard the ship; that is the most serious challenge."

Meanwhile, the Navy Command Headquarters said in a statement that the 618 is the first of its class and as a "prototype," it was being tested to determine its capabilities and limitations. "The Tuo Jiang class is a different design from traditional warships," the statement said. "It is designed to be able to counter various threats using modular weapons systems, therefore its payload can vary depending on the situation." "Therefore the views are due to a misunderstanding regarding the vessel's design concept and its operational objectives," it said. As the 618 is a prototype, handed over to the navy in December last year, the purpose of testing is to check the corvette's performance and its limitations, while testing operational variables and deviations from its original design, the statement said. Any issues that arise can then be corrected and plans reconfigured for subsequent production of more Tuo Jiang-class vessels, it added.

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Newport News yard gets \$224M for carrier overhaul

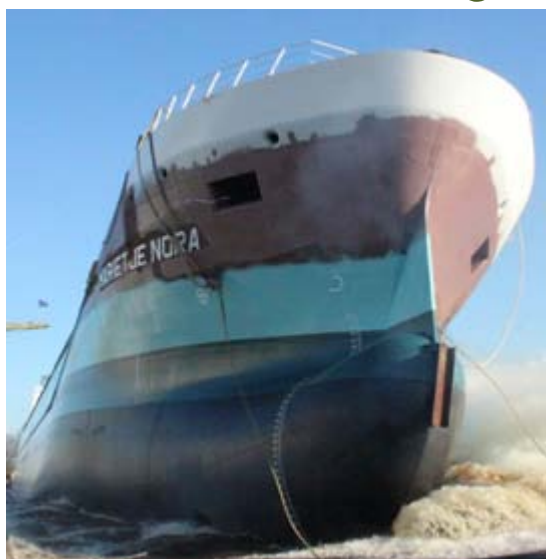
The Navy has awarded Huntington Ingalls Industries a \$224 million modification to a previously awarded contract for advanced planning for the midlife overhaul of the carrier **GEORGE WASHINGTON**. The funds will allow for continued planning for the overhaul - known as a "refueling and complex overhaul" or "RCOH" - as well as the procurement of "long-lead materials" such as pumps, breakers, valves and steel for the fabrication of structural units. It's good news for the company's Newport News Shipbuilding division, where the work will be done. Last year, the Navy was unsure it could afford it. The award follows another last August for \$49.6 million to begin planning for the defueling of the **GEORGE WASHINGTON**, required work whether the carrier were to undergo an overhaul or to be deactivated, which at one time was a possibility. The overhaul is a one-time event in the life of a carrier that includes refueling its reactors and extensive upgrades. The process is intended to extend the life of a carrier by 25 years, to a total of 50. The Newport News yard has completed overhaul work on the first four Nimitz-class ships, while work on the fifth - the **ABRAHAM LINCOLN** - is about 60 percent done and on track for delivery in the fourth quarter of 2016, Huntington Ingalls said. The Navy's fiscal year 2015 budget submission estimated that the cost of the overhaul of the **GEORGE WASHINGTON** keeping it in service and retaining its air wing was about \$8.1 billion, according to the Congressional Research Service. **Source : hamptonroads**

ZPMC wins order to build six AHTS vessels for COSL

By Lee Hong Liang from Singapore

Shanghai Zhenhua Heavy Industries (ZPMC) has secured a deal to build six OSVs for China Oilfield Services Limited (COSL). The newbuildings involved six 6,500 bhp AHTS vessels. Financial details of the deal were not disclosed. COSL had earlier ordered two AHTS vessels at ZPMC in June 2013, which marked the first ever AHTS vessel orders for the Shanghai-based OSV builder. **Source : seatrade-global**

Ms. Marietje Nora te water gelaten.



Bij **BARKMEIJER SHIPYARDS** te Stroobos is vrijdag 6 februari 2015 om 14:30 uur tijdens een korte doopceremonie bouwnummer 322 gedoopt als "**Marietje Nora**" en aansluitend met goed gevolg te water gelaten..

Het schip is gebouwd in opdracht van **Wagenborg Shipping** in combinatie met de familie **H.J. Danser** uit Delfzijl. De "**Marietje Nora**" heeft als thuishaven Delfzijl. Het schip kan wereldwijd worden ingezet voor het vervoer van alle soorten droge lading. Tevens is het schip geschikt voor het vervoer van containers. Voor de vaart in ijs is het schip voorzien van een versterkte constructie in de zijden en voor- en achterschip. De toekomstige bevrachting van deze multi-purpose coaster zal plaatsvinden door **Wagenborg Shipping BV**. De doop is verricht door **Astrid Roggen**, partner van mede-eigenaar **Martijn Danser**.

Enkele belangrijke technische gegevens van deze coaster zijn:

Lengte over alles	: 136,10 m.
Lengte loodlijnen	: 130,23 m.
Breedte (volgens mal)	: 15,20 m.
Holte	: 9,50 m.
Ontwerpdiepgang	: 6,50 m.
Maximum diepgang	: 6,88m.
Draagvermogen op max. diepgang	: 9000 ton
Inhoud ruimen	: 385.000 cbft
Hoofdmotor	: 2999 kW
Dienstsnelheid	: 14 knopen

De voortstuwing van het schip wordt verzorgd door een hoofdmotor van het fabrikaat MAN Diesel, type 9L27/38 met een vermogen van 2999 kW bij 750 rpm. Via de tandwielreductiekast wordt de verstelbare schroef met een diameter van 3 400 mm. aangedreven. De schroef draait in een straalbuis om de stuwkracht in ijs en bij slechte weersomstandigheden op open water te verhogen. Als brandstof voor de hoofdmotor wordt "zware olie" (HFO 380 cSt.), voor de hulpmotoren en de thermische olietel wordt gasolie verstoekt.

Dit is de vierde in een serie van een nieuw scheepstype dat door **Barkmeijer Shipyards** is ontwikkeld. Dit scheepstype kenmerkt zich doordat het een uitermate efficiënte rompvorm heeft die relatief een laag brandstofverbruik vraagt per tonmijl. Het schip heeft twee ruimen, een van 31 meter en het achterste ruim van 68 meter. Dit achterste ruim is mede door het toepassen van tussendekluiken/graanschotten uitermate geschikt voor lange projectladingen zoals windmolens, grote constructies voor de offshore industrie, kranen etc. wat tegemoet komt aan de actuele vraag in de markt waarin deze schepen varen. De ruimen van het schip zijn "box shaped" en zijn voorzien van uitsluitend langs en dwarsscheeps geplaatste schotten. De tussendekluiken zijn tevens te gebruiken als graanschotten voor het vervoer van gecombineerde droge ladingsoorten.

Het schip is gebouwd volgens de geldende voorschriften onder Nederlandse vlag en van Bureau Veritas. Het schip krijgt van Bureau Veritas de volgende notatie: I □HULL □MACH general cargo ship Unrestricted navigation □AUT-UMS MON-SHAFT ICE CLASS 1A Heavy Cargo

De **Marietje Nora** zal naar verwachting medio juni 2015 worden opgeleverd. Inmiddels is in Stroobos begonnen met de bouw van een sleephopperzuiger voor een Nederlandse opdrachtgever. In Groningen worden een tweetal aluminium loodstenders gebouwd voor het Nederlandse Loodswezen. De eerste tender zal in juli geleverd worden, de tweede begin 2016. Deze tenders zijn identiek aan de reeds eerder gebouwde tenders voor het Loodswezen **LYNX**, **LYRA** en **LACERTA**.

Bourgas Shipyard bust

Bulgarian court declares former state-owned shipbuilder insolvent over debts.

Bulgaria's **Bourgas Shipyard** has been declared insolvent by a local court following its inability to service its long-standing financial obligations. The shipbuilder's liabilities as at 31 May 2014 stood at BGN 107.4m (\$62.5m) and a temporary receiver has been appointed until 25 February, Capital Daily reported. On that date, creditors are expected to meet and appoint a permanent receiver. First Investment Bank (FIB) has been the shipyard's main creditor since last April, when it bought the company at a bargain price of BGN 47.5m. Bourgas was expected to fetch up to \$280m from a possible sale when it initially was sold off. The insolvency proceedings were launched in October 2013 at the request of construction company PST Holding. Capital Daily said Bourgas Shipyard owes PST over BGN 1m. Previous reports claimed the previously state-owned yard was to re-launch operations under the name Barabel. During its peak years, Bourgas Shipyard had over 1,000 employees **Source : Tradewinds**

NASSCO to christen Navy ship



General Dynamics-NASSCO is scheduled to christen the **Lewis B. Puller**, the third of at least four Mobile Landing Platform ships that the company is building for the Navy in Barrio Logan, today (Saturday). The **Puller** is an evolved version of

the Mobile Landing Platform ship, also known as the MLP. It features a flight deck and more berthing. The ship will serve as a floating staging base that will help the Navy get personnel and equipment to shore. The **Puller** will primarily be used for maritime security, disaster relief, humanitarian operations and Marine Corps crisis response. Navy officials decided to name the 764-foot vessel after **Lewis B. Puller**, the most decorated person in the history of the Corps. He was awarded the Navy Cross five times. Saturday's christening comes as NASSCO is booming with business. The company is working on a backlog of commercial contracts that includes a variety of tankers. NASSCO also is repairing and upgrading Navy vessels. And the Navy recently announced that NASSCO will compete with Huntington Ingalls Shipbuilding in Mississippi for the right to build a fleet of oilers and amphibious warships. NASSCO doesn't have experience building the largest types of warships, but it is a leader in building auxiliary ships like oilers. The Navy could award contracts for 17 oilers, work that would generate hundreds of jobs that would last for years. **Source : utsandiego**

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Port assets losing allure for Li Ka-shing's Hutchison Whampoa

By : Jing Yang

At one time, the port assets of **Hutchison Whampoa** were the crown jewels in the business empire of billionaire Li Ka-shing. Today, those assets seem to be losing their lustre. Ports and related services contributed almost half earnings before interest and tax (Ebit) for Hutchison Whampoa a decade ago, which was then in the middle of a frantic and uncertain foray into the telecoms business. The South China Morning Post has reported Li is mulling the possible sale of a 40 per cent stake of Hutchison Port Holdings (HPH) to a quartet of state-owned mainland China companies. If it goes through, the move would underscore Hutchison's recent tactic of monetising port assets to free up capital to support other high-growing businesses. "Ports are still a good business and a cash generator for Hutchison. It's just that the golden days of the port business are behind us," said CLSA analyst Daniel Schutte. With that gradual decline in mind, Hutchison sold a 20 percent stake in HPH to PSA International, the Singaporean state-backed port operator, in 2006. Hutchison netted HK\$24.38 billion from the deal to feed the 3G business, which was then haemorrhaging tens of billions of dollars.

In March 2011, Hutchison further diluted its port interest in 2011 through the US\$5.45 billion public offering of Hutchison Port Holding Trust (HPHT), which holds the Pearl River Delta container terminal assets that accounted for 30 per cent revenue and half of earnings before interest, tax, depreciation and amortisation (Ebidta) for HPH. "When Li floated HPHT in 2011, many of us thought it was a sign that he no longer was optimistic in the prospects of the port business," said a former HPH employee.

HPH is the world's largest port operator by total throughput, but has been overtaken by PSA when the volumes are measured in proportion to equity stakes after the sale to PSA in 2006, according to UK maritime consultancy Drewry. The contribution of Hutchison has been on a steady retreat despite the sector generating double-digit growth and more than 30 per cent Ebidta margins.

After all their recent acquisitions, Hutchison Whampoa's net gearing (net debt to net total capital) ratio will rise to 24 per cent, estimated CLSA analyst Samuel Hui. "While this remains healthy, it leaves limited headroom for further acquisitions in the near future before reaching the [self-imposed] 25 per cent cap. We believe the group could raise funds from the issuance of perpetual bonds or the sale of stakes in existing businesses before further acquisitions," Hui wrote in a report.

Hutchison's port portfolio may be attractive for mainland firms China Merchants Holdings (International) (CMHI), Cosco Pacific, China Shipping Terminal Development (CSTD) and State Development & Investment Corporation, who are yearning to extend their overseas footprint and snap up port assets which are of strategic importance to Beijing.

CMHI, controlled by state conglomerate China Merchants Group, has been one of the most aggressive buyers in the global port industry after the 2008 financial crisis, notably with its €400 million acquisition in 2013 of a 49 per cent stake in Terminal Link, a port company affiliated to France's CMA CGM, the world's third-largest container shipping line. The deal spread CMHI's foothold in eight countries across Europe, the US, Africa and Asia. Cosco Pacific, a subsidiary of China Ocean Shipping Group, is best known for its investment in Piraeus Container Terminal in Greece,

which revived its waterfront as a transport hub in the Mediterranean. But these state-owned conglomerates will not just pay whatever Li is looking for. "The stereotype on state-owned firms is they don't care much about assets valuation [when considering an acquisition]. But both CMHI and Cosco Pacific are very sensitive on pricing. They've passed on a lot of deals in the last two years because of costs," said Jon Windham, Asia ex Japan transport and infrastructure analyst at Barclays Capital. "There aren't many good assets available for sale in the port spectrum. Most good assets are owned by government or pension funds which have no interest to liquidate them and are willing to hold onto the long-term yields," he said. "So anyone who's aggressive about getting into the market has to pay high multiples." Source : South China Morning Post

Holland America Line opent verkoop zomercruises 2016 met ms Koningsdam

Vanaf maandag 9 februari 2015 zijn de Europese cruises, aan boord van het **ms Koningsdam**, voor de zomer van 2016 boekbaar. Ook de doopcruise van het schip, de 13-daagse cruise vanuit Civitavecchia (Italië) naar Amsterdam met vertrek op 9 mei 2016, is vanaf 9 februari boekbaar. Gedurende de doopcruise van het **ms Koningsdam** (2.650 passagiers), vindt in Rotterdam een speciale doopceremonie plaats, gevolgd door een overnachting in Amsterdam met vuurwerk en festiviteiten. Boeking voor de eerste vaart van het **ms Koningsdam** door het Middellandse zeegebied zijn afgelopen december geopend en zijn erg populair. "We zijn erg verheugd het boekingsseizoen voor de zomer van 2016 met het **ms Koningsdam** te openen en in het bijzonder blij met het feit dat we de doopcruise van dit bijzondere schip, met de officiële doopceremonie, kunnen aankondigen," aldus Orlando Ashford, President bij Holland America Line. "De zomercruises op het **ms Koningsdam** bieden uiteenlopende en fascinerende routes. De cruises zijn nu al zeer populair dus we raden onze gasten aan op tijd te boeken. "Vanuit haar thuishaven Amsterdam maakt het **ms Koningsdam** een reeks van 7- en 14- daagse afvaarten naar Noorwegen die de mooie landschappen en spectaculaire fjorden van het land laten zien. In augustus vaart het schip naar de Britse eilanden en IJsland waarbij ze onder andere een bezoek brengt aan de havens van Engeland, Schotland en Noorwegen. Gedurende twee 14-daagse cruises in juni en september kunnen gasten een reis naar de Baltische Staten maken, waarbij historische en culturele plaatsen worden aangedaan in Denemarken, Duitsland, Estland, Rusland, Finland en Zweden. De herfst- en winterroutes van het **ms Koningsdam** worden aankomende maanden bekend gemaakt. Het **ms Koningsdam** is het eerste schip in de nieuwe Pinnacle Klasse van **Holland America Line**. Het schip introduceert diverse innovatieve concepten en nieuwe openbare ruimtes en locaties aan boord, maar blijft tegelijkertijd wel trouw aan het sterke Holland America Line merk. De rederij heeft Adam D. Tihany, één van 's werelds vooraanstaande hospitality interieurontwerpers, aangesteld om samen met Bjørn Storbraaten het interieur van het nieuwe schip te ontwerpen. Storbraaten werkte eerder voor Holland America Line aan het **ms Eurodam** en het **ms Nieuw Amsterdam**. De twee heren ontwerpen een interieur dat een frisse, eigentijdse vormgeving combineert met de traditionele en kenmerkende elegantie waar Holland America Line bekend om staat.



Fred.Olsen Takes Delivery of Refurbished 'Lifesaver' Wave Energy Device

Supacat has delivered the refurbished BOLT "Lifesaver" wave energy converter to its owner Fred.Olsen Ltd following a three month project refurbishing the converter's 'intelligent systems' at the Devon engineering firm's facilities in Dunkeswell and Blackhill Engineering. After over two years of full scale sea testing at FabTest UK, the device has undergone an upgrade and refurbishment programme in preparation for further trials in Hawaii where the device will undergo further trials with the US Navy.

"The commitment and expertise of the collaboration both during and subsequent to the TSB programme, as well as support provided by other organisations in the region, such as RegenSW and the Marine Energy Park, has helped this project achieve the success it has as it moves on to the next phase of its development," said Joe Wilcox, Head of Marine & Renewables, Supacat. Even Hjetland, Project Manager for Fred. Olsen Limited said: "When testing prototypes, problems will always present themselves, and having partners like Supacat to bring their design and manufacturing experience together with a willingness to assist has been key to the success of this stage of the project.

"The test site at FaBTest has presented the device with a wide range of operating conditions – including some significant storm events – that have helped to prove the robustness of the design and construction and this helped us understand the real world operating performance." The next step is to demonstrate this experience to new markets and set the scope for the next stages of the development of the technology." Supacat is a strategic partner to Fred. Olsen on "Lifesaver" and has provided design and manufacturing skills both during and after the innovative technology project, which was part funded by the Technology Strategy Board (TSB). To develop "Lifesaver", Fred.Olsen Ltd turned to a collaboration of industry and academia partners centred in the South West, which in addition to Supacat, included the University of Exeter (Falmouth campus).

Sri Lanka backs China port city deal after threat to cancel

By Shihar Aneez

Sri Lanka's cabinet said on Thursday it would allow a \$1.5 billion "port city" deal with China to go ahead, dropping a threat to cancel a project approved by the previous government. Cabinet spokesman Rajitha Senarathne said President Maithripala Sirisena would, however, discuss arrangements over the freehold of land to be used when he visits China in March. Sri Lanka's neighbour India has raised concern over security threats posed by Chinese ownership of the freehold of 20 hectares of land next to the main commercial port in Colombo. India uses Colombo as a transshipment port. Sri Lanka's new prime minister, Ranil Wickremesinghe, said before last month's presidential vote he would cancel the deal if his party came to power because no environmental impact assessment (EIA) or feasibility study had been presented to parliament. Sirisena, backed by Wickremesinghe's party, unseated the former president, Mahinda Rajapaksa, in the polls. "The prime minister said that an EIA has been done for land reclamation. However, it needs a second EIA for constructions after the land is reclaimed," Senarathne told reporters on Thursday, adding that a feasibility test had been carried out. "He informed the cabinet that this has to be looked at with the relationship with China and to make any alterations where possible with the understanding of the Chinese government." Asked if this meant the government would allow the project to go ahead, the spokesman replied: "Yes." Speaking to Foreign Minister Mangala Samaraweera in Colombo, China's assistant foreign minister, Liu Jianchao, said the plan, and another port project in the south, were good for Sri Lanka. "(We) believe that the new Sri Lankan government will act upon the basic interests of Sino-Sri Lanka friendship and national development to ensure important cooperation projects do not experience ups and downs because of changes in the political situation," China's foreign ministry cited Liu as saying. Chinese President Xi Jinping launched the project when he visited last year. Under the proposed deal, 108 hectares of the site on reclaimed land would be taken over by China Communications Construction Co Ltd, including 20 hectares on an outright basis and the rest on a 99-year lease. In a newspaper advertisement on Thursday, Jiang Houliang, head of CHEC Colombo Port City (Pvt) Ltd., a subsidiary of the state-owned Chinese investor, said his firm estimated 83,000 jobs and \$13 billion of foreign direct investment would come from the project over 10 years. The development will include shops, golf course, hotels, apartments and marinas. **Source : Reuters (Additional reporting by Ben Blanchard in HONG KONG; Editing by Andrew Roche, Robert Birsell)**

Marine Assets Corporation hit by hackers

Canadian miner Nautilus Minerals and Dubai's Marine Assets Corporation (MAC) have revealed they have been the victims of a \$10m cyber attack. The miner pre-paid \$10m of an \$18m charterer's guarantee intended for MAC into a false account. MAC was building a ship at China's Fujian Mawei Shipbuilding to go on charter to Nautilus for a mining

project off Papua New Guinea."In December 2014, it was discovered that the company and MAC had been victims of a cyber attack by an unknown third party and as a result, the company paid the Deposit to a bank account which it believed to be MAC's, but which MAC has advised was not its account," Nautilus said in a release to the Toronto Stock Exchange. The matter was promptly referred to the police authorities in the relevant jurisdictions and an investigation is underway.

Construction of the vessel continues so that it can achieve its goal of making seafloor mining a reality by early 2018. Shipping is an increasing target for hackers. Speaking with our sister site, Maritime CEO, last October, Lars Jensen, founder of online protection organisation, CyberKeel, warned that virtually all aspects of the maritime IT infrastructure are vulnerable to exploitation. Examples of actual cyber attacks include recent attacks aimed at the interface between shipping lines and bunker companies resulting in the loss of millions of dollars, a shipping line losing all information as to the whereabouts of their cargo, information theft as well as the use of Facebook as a means of information gathering for Somali pirates. **Source : Gulfshipnews**

MARITIME ARTIST CORNER



The latest watercolour of maritime artist **Willem Johan Hoendervanger** is showing the Dutch fast pilot tenders **LYNX** & **APOLLO** the watercolour is made on Canson paper and measures 30 x 60,5 cm - 11.81 x 23.62 inches more work of **Willem Johan Hoendervanger** can be seen at : www.wjmaritiem.nl

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.... PHOTO OF THE DAY



Cork Pilot launch **Gleann Mór** passing Roches Point at the entrance to Cork Harbour whilst engaged on pilotage duties. **Photo : Aidan Fleming ©**