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Sunday evening late the DOCKWISE VANGUARD outbound from Rotterdam
Photo : Kees Torn ©

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Gov't to tighten rules on drunken sailing after Sewol disaster

The government on Sunday announced plans to bolster regulations on drunken sailing, a move that comes in line with enhanced public awareness on marine safety following the mid-April Sewol ferry disaster that left more than 300 people dead or missing. The Ministry of Oceans and Fisheries said it has issued an advance notice of revised legislation that strengthens the level of drunken sailing to a blood alcohol concentration of 0.03 percent from an earlier 0.05 percent. The marine industry's benchmark level for sailing under the influence of alcohol had been lower compared with other means of transportation. The standard in the aviation industry stands at 0.03 percent and that in the railway sector had been also tightened to 0.03 percent following the deadly ferry sinking. Under the revision, the crew members of ships bigger than 5 tons will be subject to a fine up to a maximum of 15 million won (US\$14,479) or two years in prison if they are found to have sailed under the influence of alcohol. The same rule applies to operators of ferries and fishing boats under 5 tons, which are easily prone to casualties. Operators of ships under 5 tons, with the exception of ferries and fishing boats, are subject to pay a penalty of 500,000 won if their blood alcohol concentration comes in between 0.03 percent and 1 percent. The number of drunken sailing cases came in at an annual average of 113 over the past five years, with the number of accidents incurred by drunken sailing reaching 11, according to government data. **Source : Yonhap**

Indian sailor saves life of Swedish couple on South Pacific Ocean

Captain Sachin Srivastava who was in-charge of product tanker Stena Paris steamed through a stormy sea at full speed for over 13 hours to reach the couple in the brink of time.

A local Noida boy has become an unlikely hero of the high seas after he braved gigantic waves and blinding dark skies to save an elderly couple navigating parts of the planet on their boat which was badly damaged by bad weather on the South Pacific Ocean. Captain Sachin Srivastava who was in charge of product tanker [Stena Paris](#) steamed through a stormy sea at full speed for over 13 hours to reach the couple in the brink of time. Swedish couple-70-year-old [Stig](#)

and 69-year-old **Siv Bodin**-have been out sailing since 2011, having visited Brazil and the Caribbean and passed through the Panama Canal last Christmas. They were on their way to their next stop-Papeete in Tahiti of the French Polynesia when they got caught in a violent storm 125 nautical miles (231 km) north-east of the Cook Islands.

The Rescue Coordination Centre New Zealand (RCCNZ) detected a beacon alert from the 11.2 metre (37 foot) **Blue Horizon** at around 5.15 pm on August 5. Satellite phone contact was then established with the yacht via the Swedish Joint Rescue Coordination Centre. RCCNZ Search and Rescue Mission Controller Neville Blakemore said the Swedish couple aboard the yacht was left with a dismasted yacht and feared the broken mast would hole the hull.

An aircraft was dispatched from the Maritime Rescue Coordination Centre in Pape'ete in Tahiti to over fly the yacht.

It confirmed that the nearest rescue vessel was the tanker **Stena Paris**, around 150 nautical miles (280km) or 10 hours sailing away. Captain Sachin Srivastava was in charge of **Stena Paris**.



"The tanker was diverted to rescue the couple and they were successfully taken aboard, uninjured, at round 9am the next morning, thanks to Captain Srivastava," officials said. In an interview to TOI from Noida, Sachin's father Dinesh C Srivastava said he came to know about his son's heroics when he called the family through a satellite phone on August 8. Dinesh C Srivastava told TOI that Sachin who completed his sailing degree from the Institute of Nautical Sciences in Glasgow spends three months on sea and three months in his house in Noida (UP). He told TOI: "Sachin has been sailing for over 13 years now and is now a Captain. We only get to speak with him

when he calls. He called this week to tell us how he steamed through a very choppy sea and treacherous weather to save the couple. Sachin diverted his course and travelled over 200 km taking him around 13 hours of non-stop sailing to reach the couple and rescue them just in the nick of time. Once they reached, they threw ropes towards the couple and helped them climb onto the ship with the help of hanging ladders." The incident however "scared" Sachin's wife Mamta who have been married for the past nine years and has a son. Talking to TOI, Mamta said on Sunday: "Sachin had called me today. I was scared yet proud. I asked him to narrate what happened and he told me that the weather was rough. He didn't elaborate and said rescuing the abandoned sailors was part of his job. He will be back in Noida in another two months' time".

Rescue Mission Controller Neville Blakemore said: "Weather conditions were not great, with swells of around four metres, so it was excellent work by the master and crew of the Stena Paris to get the couple aboard without an incident. This is a good example of RCCNZ working with a number of overseas agencies to ensure a successful rescue". The **Stena Paris** has now reached Papeete. The yacht has been abandoned. New Zealand authorities have sent out a warning to other vessels in the area that the Y Blue Horizon is still adrift unmanned in the area. **Source : times of India**

Audacious Open Ocean Ambush could be a "Game Changer" for Piracy in Gulf of Guinea warns Dryad Maritime

In the early hours of Saturday morning, 9th August 2014, the radar of a product tanker transiting south, 200 nautical miles off the Nigerian shoreline detected a probable pirate mother ship lying in wait close to its track. Shortly after detecting the vessel, the crew was engaged by several bursts of automatic gunfire from up to three pirate boats. The pirates then made an unsuccessful attempt at boarding the vessel from the stern. Dryad Maritime warn that the range at which this attack took place, some 200 nautical miles offshore, and the tactics employed are more commonly associated with Somali piracy methods than those seen in the Gulf of Guinea. **Ian Millen**, Chief Operating Officer, Dryad Maritime;

"The attempted boarding of a vessel underway, especially at night and this far out in open seas, is a tactic more usually associated with highly motivated Somali pirates, and only then on a small number of occasions. Whilst we have seen similar attacks on vessels off the Niger Delta up to 160 nautical miles out, these have been crew kidnap incidents. It is unusual to see an attempted hijack of an underway tanker at such ranges from the shore and the numbers of craft involved suggest that this was an attempt at cargo theft. This could be a real game changer for this specific type of crime if repeated; one that would match the strategic shock earlier in the year when a tanker, MT Kerala, was snatched from an anchorage off Angola". As a result of the attack, Dryad Maritime have issued an immediate advisory to ship operators transiting the area. Dryad's team of analysts predict that the incident could signal a step change in terms of both pirate capability and tactics and a development that regional forces would be unlikely to be able to deal with.

"It would be easy to characterise this event as just another statistic in the story of Gulf of Guinea maritime crime, but to do so would be missing one very significant point – the open ocean nature of what looks like an intelligence-led operation. The victim vessel was in transit between a Gulf of Guinea port and a destination further south. If the departure and destination ports were known, and the mother ship had a suitable equipment fit, it is possible that the pirates could sit along the likely route and intercept the vessel whilst underway. With the amount of data shared on maritime movements, it is even conceivable that the ship's passage plan could have fallen into the wrong hands, making this an even simpler criminal mission," added Ian. On this occasion, the vessel was both well prepared and alert and implemented anti-piracy drills; both ship and crew are reported as safe, however the whereabouts of the criminals, skiffs and mother ship are still unknown. To read Dryad's in-depth analysis of the incident please visit <http://www.dryadmaritime.com/audacious-open-ocean-ambush-product-tanker-gulf-guinea/>

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As security has become a major concern in West African waters, especially with regard to the booming offshore industry, several Swedish Coast Guard boats have been sold to Cameroon. Latest example is **LD MARINE GUARD**, a 21m boat built by Djupviks Varv. Based on photographic evidence she is most likely the former Swedish **KBV 286 HÖLLVIKEN**. The vessel passed the Kiel Canal on her way to Douala in West Africa on August 10th. **Photo : Martin Lochte-Holtgreven ©**

Snelheidsduivels uit zee gered bij Scheveningen



De Haagse reddingsbrigade heeft bij Scheveningen zeven mensen uit zee gered. Ze zaten in een zogenoemde 'power rib' die omsloeg. Volgens een woordvoerder van de KNRM is er niemand gewond geraakt. Een power rib is een rubberbootje met heel veel pk's die bij zeilwedstrijden wordt ingezet, maar ook vaak met schipper en al wordt verhuurd aan groepen. 'Zo'n bootje heeft een extreem groot vermogen, waarmee je dan ook extreem hard kan omslaan', aldus de woordvoerder. De opvarenden zijn met behulp van een waterscooter van de reddingsbrigade uit het water gehaald. De KNRM verleende assistentie. De omgeslagen power rib is

afgedreven naar het Zwarte Pad en daar uit het water gehaald. Source : Omroep West



The **MSC FABIOLA** outbound from Rotterdam – Photo : Krijn Hamelink ©

Maersk moves to restrict Russia bookings

Maersk Line, the world's largest container line, moved on Friday to cease bookings on agricultural goods that are barred from entry into Russia as of Aug. 7. The ban, with immediate effect and lasting a year, will impact a range of agricultural goods originating from the European Union, Norway, the United States, Canada and Australia.

Maersk said in a customer advisory emailed Friday evening that it "is unable to accept existing bookings or new bookings of banned commodities to Russia. All cargo received for shipment at USA or Canadian ports must be rebooked/redirected to non-sanctioned ports. Similarly, in instances where banned cargo is presently on the water to Russia, it must either be redirected to other non-sanctioned ports or returned to origin." It said the cost of redirecting cargo is the shipper's. According to Maersk, "[a]ll resulting costs will be for the shipper's account, including local costs and freight, as per the terms of the contract of carriage. **Maersk Line** will make every reasonable effort to assist with the return, or change of destination, of any such cargo." The list of goods banned from Russia includes frozen, fresh or chilled meat, various vegetables including lettuce, carrots, cucumbers, potatoes, onions, garlic, shallots, leaks, and fruits and nuts including ranging from figs to grapes to any form of citrus. Maersk circulated a list of affected goods here. The ban includes poultry from the U.S., a major export commodity, which will impact major carriers, ports and shippers as detailed in this infographic based on data from PIERS, the data division of JOC Group. Source : JOC group



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Jumbo's **FAIRPLAYER** moored at Lerwick (Shetlands) [photo's Arjan van der Pijl](#) ©



Largest Chinese trade surplus ever recorded in July

China recorded a trade surplus of USD 47.3 billion in July 2014. The record high surplus came on the back of very strong export growth while imports contracted. The world's second largest economy saw its overseas shipments increase by 14.5% in July as compared to same month last year. Exports to the vital markets in the US and Europe both went higher. BIMCO data shows 8.8% growth in inbound loaded containers on the US East Coast during the first six months of 2014 from a year earlier. For the same period on the US West Coast, BIMCO data shows growth of 5.3%. This is much higher than 2013, where inbound loaded container traffic to the US East Coast grew by 1.9% and to the US West Coast by 2.0%. Chief Shipping Analyst at BIMCO, Peter Sand, says: “It is encouraging that both of China’s key trading partners have increased their demand. It’s a very positive sign for shipping that demand is growing briskly, even if the macroeconomic headwinds have not entirely disappeared”. In its July update of the World Economic

Outlook, the International Monetary Fund (IMF) reduced its forecast for global GDP growth by 0.3% to 3.4%. The weak first quarter in the US was to blame for most of it. Import data mirrored this weakness in activity. The second quarter on the other hand has been strong in the US – in turn that also meant stronger demand for imported containerized goods from China. "Europe is still in recovery-mode on the macroeconomic level, but the increase in demand for imported containerized goods proves that private consumption is strengthening. Improvements to global trade, catalysed by the shipping industry, paves the way forward towards higher prosperity and economic growth everywhere", adds Peter Sand More details on this development on 18 August 2014 when the next BIMCO Market Overview & Outlook will go public. **Source: BIMCO**

Panama Planning For Big Boxships?

Next week sees the 100th anniversary of the opening of the Panama Canal, which has played a significant role in the history of shipping and seaborne trade. Whole classes of ships have been defined by their ability (or not) to transit the canal. Today, there are still almost 900 containerships in the fleet referred to as 'Panamax' and another 3,000 or so capable of passing through the current locks. The completion of the new Panama Canal locks remains behind schedule, with the opening date now pushed back to 2016. Despite this, the potential impact remains a hot topic. The project was partly driven by the desire to capture greater revenues from the container sector by enticing larger boxships and increased volumes of trade through the canal. The most relevant trade lane in volume terms (by far) is that from Asia to the US East Coast, an estimated 3.6m TEU in 2013 (though an increasing part of this is actually being moved via the Suez Canal).

How Big?

The new canal dimensions will dramatically alter the number of boxships that can potentially transit. As the graph shows, at the start of 2H14, 3,833 of the boxships in the fleet (75%) could transit the current Panama locks (the Panamaxes up to around 5,100 TEU, about 140 of which are actually deployed on Asia-USEC services, and other smaller vessels). An additional 1,111 ships in the fleet (22%) will be able to transit the new canal. On order, 355 of 454 units (78%) will be able to transit the new canal. In terms of 'cut off point', most vessels of up to and around 13,000 TEU will be able to transit. With the vast majority of the world's boxships able to transit the new canal, how far might upsizing of services via Panama go? Larger ships will offer potentially lower costs per box for today's cargo, but might also encourage cargo switching from USWC to USEC services (about two-thirds of Asia-US cargo today arrives via the west but a significant share is actually destined for the eastern US).

Switch Up Or Not?

Firstly, the answer may lie with the ports. In order to receive the very largest ships capable of transiting the new locks, there is still a significant amount of infrastructure work to be completed at the USEC ports. Compounded by other issues that carriers face at US ports, the consensus seems to be that carriers may upsize services to the USEC via Panama to around 9-10k TEU first before going further. Secondly, in terms of cargo switching, the move from USWC to USEC is not as clear as it may seem. Logistics supply chains put in place by major retailers, with distribution centres based in the US interior, are likely to be fairly sticky and not instantly so sensitive to unit cost savings in the shipping part of the chain (which may or may not cover the cost of much additional inland transportation).

So, the majority of containerships will be able to transit the new Panama locks when they open. However, the initial impact of the new dimensions on container shipping may not be as obvious or instant as it seems. Project delays or not, it is likely to take some time for the full extent of the impact to be felt. **Source: Clarksons**



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Porthleven Lifeboat Day cancelled



Porthleven Lifeboat Day, a popular event in the port for almost 40 years, has been cancelled for the first time in its history. The fun day, organised by the Porthleven & District branch of the RNLI, was due to start at 1pm last Sunday with the highlight being the arrival of the Penlee lifeboat, the **Ivan Ellen**, and their crew taking part in an exercise with the helicopter crew from **RNAS Culdrose 771 Squadron Search and Rescue**. Severe weather conditions in the port are being blamed for the cancellation. Source : [cornishman](#)

Fire breaks out aboard North Sea oil rig

A Health and Safety Executive investigation has been launched after a fire on board one of the North Sea's oldest oil rigs. More than 100 workers were called to muster stations when the small blaze on the **Tartan Alpha** drilling and production platform was discovered. It started in the rig's generator room and was quickly put out by staff.

There were 122 people on the **Talisman Sinopec Energy platform** at the time, although production is currently shut down for maintenance. Nobody was injured during the incident. An HSE spokesman said: "We are aware of the incident and we will be making inquiries early in the week." A Talisman spokesman said: "Talisman Sinopec Energy UK Limited can confirm that an incident on board the Tartan A platform was reported at 10am on Saturday.

"A small fire was detected in one of the emergency generator enclosures which was promptly extinguished and the situation brought under control. "The platform was shut down for ongoing maintenance at the time of the incident.

"There are 122 personnel on board the platform, who were called to muster, and all have been accounted for."

The rig, which is 177 miles north-east of Aberdeen, was previously owned by Texaco and dates from 1979. A coastguard spokesman in Aberdeen said officers had no involvement in the incident, although they were made aware of it. He said: "All we did was monitor the situation, Talisman didn't ask for any assistance, they handled it themselves." Following an inspection of the Tartan Alpha platform in 2011, the HSE issued a notice of improvement to Talisman amid allegations of overcrowding. One inspector later describing the living conditions on the rig as "claustrophobic". Talisman lodged an appeal against the notice on the grounds the cabins were never occupied by more than two people at any one time. The Canadian firm won its appeal against the claims during a tribunal in Aberdeen in November 2011. The incident was the fourth fire reported this year on a North Sea installation. RMT union regional organiser, Jake Molloy, said it was "unfortunate" the workforce was being put at risk. Source : [pressandjournal](#).

Depleting reserves have CNOOC scrambling for new sources: report

A recent stock exchange filing for **China National Offshore Oil Corp (CNOOC)** revealed that the company's oil reserves may be dropping to six years as soon as 2015, much less than the 15-year estimation in 2001. China may be forced to dig for more alternatives domestically and elsewhere, reports the Australia-based Lowy Institute for International Policy. CNOOC is one of China's major oil providers, making the company's operations crucial to

China's national energy plan. The enterprise said that the reserve has long fallen short of its increasing production, and it intends to further accelerate China's offshore production by 20% next year, shortening reserve estimates even more. CNOOC owns the **HYSY-981** oil rig that had until recently been wreaking havoc in a disputed region of the South China Sea which reportedly holds about 125 billion barrels of hidden oil. It will take years before the HYSY-981 oil rig develops into a more promising production platform, let alone overcoming the political disputes with neighboring countries over economic rights to the area. To Beijing, information regarding energy resources is sensitive and thus viewed as security. There is little allowed to be disclosed. Corporate like CNOOC relies on internal assessment for its oil reserve, which usually demands verifications from outside specialists. While it is true that CNOOC has reached out for more sources, investing in foreign oil and gas companies such as Canada's Nexen, it cannot be denied that the company is depleting its reserve. The situation is likely to prompt more efforts to increase reserves, presumably in the areas of shale or offshore drilling. **Source : wantchinatimes**

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Gas consumption: Govt works out plan to feed imported LNG to 7 IPPs

The Pakistan government has drawn up a plan to allocate about 600 million cubic feet of imported liquefied natural gas per day (mmcf) to seven independent power plants (IPPs) in an effort to help generate 3,000 megawatts of electricity at a comparatively cheaper cost. According to sources in the Ministry of Water and Power, the Ministry of Petroleum and Natural Resources has sent a summary to the Economic Coordination Committee (ECC), seeking approval for earmarking 590 mmcf of liquefied natural gas (LNG) to the seven IPPs. These power plants have no firm gas supply agreements with the gas distributing companies and are generating expensive electricity with the consumption of furnace oil and high-speed diesel. Most of the time they remain closed and are run in cases of emergency when electricity demand goes up considerably.

The petroleum ministry believes that reducing reliance on liquid fuels, especially diesel and furnace oil, will bring down generation cost, give price advantage and provide efficiency gains on consumption of natural gas. The government is working on three options for LNG import – contracting supplies from Qatar on a government-to-government basis, invitation of bids from interested suppliers and spot purchases. Pakistan State Oil has floated a tender for LNG supply and has got an encouraging response. In the tender invited by the previous government, only two domestic companies submitted bids because of cancellation of tenders several times before. In response to PSO's invitation of bids, officials said, international energy giants – Royal Dutch Shell, British Petroleum and Mitsubishi – have come up with their offers. The interest shown by these world-renowned companies has been described as encouraging as they have firm sources of gas supply. According to officials, the government wants to set a benchmark LNG price through the bidding process, following which it will weigh different options for striking a supply deal on a state-to-state basis.

Even the process of inking an LNG import agreement with Qatar had come to a halt due to the bidding process, they said. Earlier, the government has faced criticism for going to enter into an LNG deal with Doha at a higher price. Now, after the bidding, it will be able to set a benchmark price, which will help it negotiate with Qatar and other potential suppliers of LNG in a government-to-government contract. The petroleum ministry has also decided to seek ECC's approval for constituting a high-level price negotiating committee comprising representatives of the finance, law, water and power ministries, the Board of Investment and gas utilities to finalise the LNG price with Qatar. According to the ministry, the inclusion of the finance ministry's representative in the committee is of critical importance in tackling major challenges like negotiating a contract with the consultants and arranging three-month letters of credit amounting to around \$800 million. **Source : tribune.com.pk**

Most oppose leaving Rena on reef



The **Rena** ran aground in 2011, creating one of New Zealand's worst maritime and environmental disasters.

A community trust, formed by the owners of the ship, has applied to the Bay of Plenty regional council for a resource consent to leave behind what's left of the Rena on the reef. Submissions closed at 5pm on Friday. The council has now published 142 submissions from the public online. One submitter said she's opposed to leaving the wreck on the Astrolabe Reef because she said it's not OK to have wrecks littered around the coast. Another said New Zealand is not to be used as a dumping ground for old ships and their toxic waste. But one local, who's a dive instructor, believes leaving the wreck where it is is the right decision. He said it is a huge attraction for divers in this country, as well as internationally, due to the wide news coverage. Ngai Te Hapu is opposed based on cultural and environmental reasons. One who approves leaving the wreck said more damage to the ecosystem could occur if the wreck is fully removed. Mount Maunganui Underwater Club supports leaving the wreck on the reef as it will not only enhance sea life, but stop more damage to the reef through salvage operations. The Medical Officer of Health in the region said there appears to be no threats to health from

what remains. Tourism Bay of Plenty is neutral on the applications, but said there are implications to the region's tourism industry if the wreck is abandoned. Papamoa Beach Holiday Resort is opposed, and said there could be long term consequences, such as if a huge storm moves debris onto the beach. The Crown, with signatures from Christopher Finlayson, Nick Smith and Amy Adams, oppose the applications in part. The Tauranga City Council is neutral, as is the Western Bay of Plenty District Council. Mataatua District Council, in its capacity representing Motiti Island is opposed, and the Motiti Rohe Moana Trust has made lengthy submissions in opposition. **Source : Radio New Zealand**

SC asks Centre about steps it has taken to free Indian sailors in Somalia

About four years since seven Indian sailors were taken hostage by Somali pirates after their merchant ships were hijacked, separate affidavits filed by the Ministry of External Affairs in the Supreme Court are narratives of a trail of inconclusive efforts made with the African nation to trace them. The uncertainty over the fate of the Indian nationals led a Bench of Justices T.S. Thakur and Adarsh Kumar Goel to ask the government about the steps taken to find the seven crew members of **MV Asphalt Venture**, a Panama-flagged vessel, which was hijacked on September 29, 2010.

The last the government heard of T.B. Unnikrishnan, George Joseph, Sohan Singh, Bahadur Singh, Bhim Singh, Daniston and Manjit Singh was they were held captive in an undisclosed location in Somalia. A photograph of them taken in captivity in January last year is all relatives have of them. Their families' counsel in the Supreme Court, Gaurav Kumar Bansal, said the photo was taken in January 2013. "What is being done now?" asked Justice Goel expressing concern on Friday. The government counsel replied that it had been a "tough task" but "continued efforts are still on" to track the sailors. Mr. Bansal, however, accused the government of "slacking." The Bench had reserved the case for final orders. Affidavits filed in June 2014 show negotiations with Somalia to get "conclusive information" on the sailors' whereabouts are inconclusive. Especially in the case of Dheeraj Tiwari, first officer of **MV Iceberg**, a Panama-flagged vessel hijacked off the Gulf of Aden on March 29, 2010. Mr. Tiwari's whereabouts remain a mystery despite a Yellow Notice issued through the Interpol. Efforts through U.N. bodies and maritime NGOs haven't seen a breakthrough. His three shipmates, rescued by the Puntland Maritime Protection Force in December 2012, say he went missing shortly after the hijacking. The Ministry said the Indian High Commission in Nairobi had appealed to the

President of the Puntland State of Somalia on October 14 last year and met the President in January 2014 for information on the sailors. **Source : The Hindu**







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KNRM sleept zeilboot met gebroken mast naar veilige haven

KNRM sleept zeilboot met gebroken mast naar veilige haven Medewerkers van de **Koninklijke Nederlandse Redding Maatschappij** in Lelystad hebben zaterdagmiddag een zeilboot met gebroken mast naar **Batavia Haven** gesleept.



Rond drie uur kreeg de Kustwacht melding van een catamaran met problemen op het Markermeer. De mast is waarschijnlijk gebroken als gevolg van de harde wind. De opvarenden kregen de mast niet uit het water. Hulp van de **KNRM** was volgens een woordvoerder noodzakelijk. Aan

boord waren vier mensen. Zij waren op weg naar Huizen. Niemand van hen is gewond geraakt. **Bron : omroep Flevoland**

ExxonMobil, Rosneft start joint Arctic drilling in defiance of sanctions

US oil giant ExxonMobil and Russia's Rosneft will continue joint exploitation of the Russian Arctic despite Western sanctions, the American company said as the two giants launched exploration drilling in the Kara Sea.

"Our cooperation is a long-term one. We see great benefits here and are ready to continue working here with your agreement," Glenn Waller, ExxonMobil's lead manager in Russia, told President Vladimir Putin during a videoconference call. The Russian leader hailed the exploration project as an example of mutually beneficial cooperation that strengthens global energy security. Rosneft head Igor Sechin said the launch of the Universitetskaya-1 well drill is one of the most important events for the company this year. "We hope that this work will discover a new oil reserve here in the Kara Sea. The development of the Arctic shelf would have a big and positive effect for the Russian economy," he said. Sechin compared the resource base of the project to that of Saudi Arabia. "This project will give Russia a new perspective and will ensure energy security for the whole world. Comparing this project with others in the world from the resource stand point, we can confidently say that it is comparable with the largest resources, such as in Saudi Arabia, and significantly exceeds the capabilities of offshore supply in the Gulf of Mexico, Alaska and Canada," he told reporters on Saturday. Sechin added that he is confident in the project. "At the moment there is no project that is implemented at such latitudes, but at the same time, we are confident in our success, we have good

partners," he said. ExxonMobil Russia chief Glen Waller confirmed the strong partnership between the companies. "Ours is a long-term partnership and we see great prospects here, we are ready to continue our work," he said. Optimistic company forecasts put oil reserves in the Kara Sea as high as 13 billion tons, more than in the Gulf of Mexico, or the whole of Saudi Arabia. The drilling is being done by the West Alpha oilrig, built by Norway's North Atlantic Drilling. It has a deadweight of 30,700 tons and can drill wells in the shelf up to 7 km deep. The rig was equipped with an advanced iceberg warning system, which tracks potentially dangerous icebergs, giving enough time for either support ships to tow them away, or for the rig itself to seal off the well and evacuate to safety. Rosneft is one of the Russian companies targeted by Western nations, imposed to punish Moscow for its stance over the Ukrainian crisis. Russia's retaliation so far has been to ban the import of foodstuffs from the countries that approved anti-Russian sanctions. **Source: RT**



Birds eye view of Transport Sydney Ferries – **COLLOROY** over Sydney Harbour
Photo : Dieter Jaenicke - Chairman & Founder www.vikingrecruitment.com

Non-compliance with new maritime labour laws could result in North Sea supply ships being detained, says expert

The **Maritime Labour Convention (MLC)**, an international agreement which safeguards the employment rights, working conditions and health care of seafarers, came into force in the UK on 7 August. Shipping and maritime law expert Katie Williams of Pinsent Masons, the law firm behind Out-Law.com, said that although most UK operators were already compliant, vessels operating or passing through UK waters under other national flags could now be at risk of enforcement action.

"The Maritime Labour Convention consolidates what has been in place in the UK for some years, but a major change is that for the first time it has an enforcement mechanism with real 'teeth'," she said.

"Many shipping companies and charterers have invested significant time and effort in trying to ensure that they will comply with the new regime, however the Maritime and Coastguard Agency as the UK's enforcement body will be looking to set down a marker that they intend to rigorously apply the new laws. It would be a nightmare scenario for a boat which is chartered at thousand of pounds a day to be detained in port, but it is feasible that in extreme circumstances this could happen," she said.

In addition, she said that there was also a risk that a British-flagged vessel which would be viewed as compliant in the UK could be detained in a foreign port "in circumstances which we would find difficult to understand and this could lead to expensive delays". This could happen if a complaint was made by a crew member and local port authorities had taken a different approach to interpretation of the MLC, she said.

The MLC was established in 2006 by the International Labour Organisation, an agency of the United Nations that deals with labour issues; and entered into force on 20 August 2013. It applies to all commercial ships entering the harbours of parties to the treaty, as well as to all states flying the flag of a state that is a party. The UK became the 41st ILO

member state to ratify the MLC on 7 August 2013 and brought with it the 'flag states' of Bermuda, Cayman Islands, Gibraltar and the Isle of Man.

Under the treaty, ship owners are responsible for ensuring seafarers receive basic levels of pay, sick pay, holiday entitlement and medical care. If they cannot prove that these standards are in force maritime authorities can detain the vessel in port. So far, detentions have been ordered in at least 10 cases involving ships in Canada, Denmark, the Russian Federation and Spain which were sailing under the flags of Cyprus, Liberia, the Netherlands, Panama and Tanzania.

Williams said that although the MLC would protect seafarers and make owners and operators of commercial ships more accountable, those owners and operators should familiarise themselves with the requirements as they were now equally responsible for matters that had previously solely been a matter for employers. "Traditionally, grievances or disputes over wages or other working terms would have been a private employment issue between seafarer and employer, but this law creates a new and specific complaints procedure which can be directed squarely at ship owners or operators who will face the same obligations as the employer," she said. "The MLC is something of a revolution in seafarers' employment rights and ship owners and vessel operators should seek specialist advice on existing contractual and commercial relationships and new obligations they must now address," she said. **Source: Out- Law**



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Carcarrier "**WESTERN HIGHWAY**" inbound Tacoma WA - USA on August 9th 2014. **Photo: Aart van Essen ©**

Exxon Mobil : Seadrill Secures \$497m Rig Contract in Nigeria

Seadrill Limited, in cooperation with indigenous partner Field Offshore Design Engineering Nigeria Limited has secured a contract with Esso Exploration and Production Nigeria Limited, an ExxonMobil subsidiary, for employment of the newbuild ultra-deepwater drillship West Saturn, in support of the ERHA North Phase 2 project in Nigeria. The contract is for a firm period of two years plus a one year option and has a total revenue potential for Seadrill and Field Offshore Design Engineering Nigeria Limited for the primary contract term of approximately US\$497 million, inclusive of mobilization. The **West Saturn** is a 6th generation drillship, currently under construction at Samsung Heavy Industries

in Geoje, South Korea with expected delivery in September 2014 and marks the sixth Seadrill unit to commence operation in the last 12 months. The unit will initially be outfitted to work in up to 10,000 ft. of water and is capable of handling two BOP's, operating in up to 12,000 ft. of water and drilling depths up to 40,000 ft. Per Wulff, Seadrill CEO commented, "We are very pleased to be chosen by ExxonMobil, its partners, and Field Offshore Design Engineering Nigeria Limited for this important project. The West Saturn is Seadrill's third rig in Nigeria, working alongside the West Jupiter and West Capella. The expansion of our presence in Nigeria is a result of our best in class operating standards, employees, and assets. We are proud to expand our business with these key customers and look forward to continued successful working relationships." **Source: Exxon Mobil**

Supership to tap into oil industry's next big money play



Photo : Capt . Peter Franse ©

A MASSIVE ship that symbolises one of the next big business opportunities in the global oil industry is nearing completion at the Okpo yard of South Korea's Daewoo Shipbuilding and Marine Engineering. The brainchild of Dutch shipping identity **Edward Heerema** of the Swiss-based **Allseas Group**, the 382-metre twin-hulled heavy-lift vessel gives away some length to the 488-metre Prelude floating LNG platform vessel that Samsung Heavy Industries is building in its nearby Gohyeon shipyard for Shell's Browse Basin project off the north west coast of Australia.

But Heerema's \$3 billion supership — named the **Pieter Schelte** after his late father **Pieter S. Heerema** — is 124 metres wide (**Prelude** is 74 metres wide), giving it a unique size and capability. It is purpose-built for the \$80 billion opportunity of the next few decades — the single-lift removal of the topsides and jackets from 470 oil and gas platforms that will be decommissioned in the North Sea.

Heerema believes other decommissioning opportunities will open up later for his supership, in areas such as the Gulf of Mexico, Southeast Asia and Africa. But initially the focus is on the North Sea, where big seas and a harsh climate will make removal of ageing 1970s-era oil platforms a challenging operation. In November 2011, Deloitte's Petroleum Services Group and energy business analysts Douglas-Westwood jointly estimated that the market for decommissioning work in the North Sea alone could be worth up to £47.5 billion over the next 30 years. In their report, they said 4 million tonnes of platforms would need to be returned to shore, with most of the work likely to take place between 2016 and 2031. **Heerema** has already struck a deal with Shell for the **Pieter Schelte** to handle the removal and transport to shore of the topsides of its North Sea Brent field platforms **Alpha**, **Bravo**, **Charlie** and **Delta**, starting with Delta in 2015-16. The work will take about eight years and also includes the removal of Alpha's steel jacket. The **Pieter Schelte** is expected to leave Okpo in South Korea by the end of this year and sail to Rotterdam in the Netherlands, where final assembly work will be carried out, including installation of the 65-metre-long beams of the topsides lift system. The lifting beams are being built in Italy. On completion, the **Pieter Schelte** will be a dynamically positioned platform installation, decommissioning and pipelay vessel, with the ability to remove topsides of 48,000 tonnes and jackets of 25,000 tonnes. It will also be the world's largest pipelayer, with a pipe cargo capacity of 27,000 tonnes. But **Heerema** is already planning to build an even bigger twin-hull vessel by about 2020, with a topsides lift capacity of 72,000 tonnes. He said last November that he would invite tenders in 2015 or 2016

from shipyards for a vessel about 400 metres long and 160 metres wide. He told the oil industry publication Upstream that while the South Korean yards were the frontrunners, he would look for contenders in Europe and China. Heerema said the cost would go "beyond €2.5 billion." In the 2011 report, Douglas-Westwood said the projected workload in the North Sea was beyond the capacity of the existing heavy lift vessel fleet and onshore deconstruction facilities.

"The delivery of new specialised vessels is urgent and more onshore yards are likely to be needed to meet the demand," the report said. Deloitte's petroleum services group head Graham Sadler said at the time of the report's release that while decommissioning was not new for the oil and gas industry, the heavy weight of the North Sea structures and the weather conditions made for a "major challenge on a totally different scale" to the removal of small platforms in the Gulf of Mexico. **Edward Heerema**, 67, and his brothers **Pieter**, 63, and **Hugo**, 61, operate separate businesses in the global marine oil and gas industry. Edward became general manager of the family's **Heerema** engineering business in the Netherlands in 1978, and after his father died in September 1981, served as president of **Heerema Holding Co** until 1984. In 1985 he decided to go his own way, and founded **Allseas** in Switzerland as a specialist provider to the oil and gas industry in pipelaying and subsea construction. The company now has about 2000 employees. **Pieter** leads the original Netherlands-based **Heerema Group**, which includes **Heerema Marine Contractors** and **Heerema Fabrication Group**. In 1993, **Hugo** took over **Bluewater Energy Services**, also based in the Netherlands, which owns and operates floating production, storage and offloading vessels. **Source : The Australian**

Large ships banned from Venice St Mark's basin



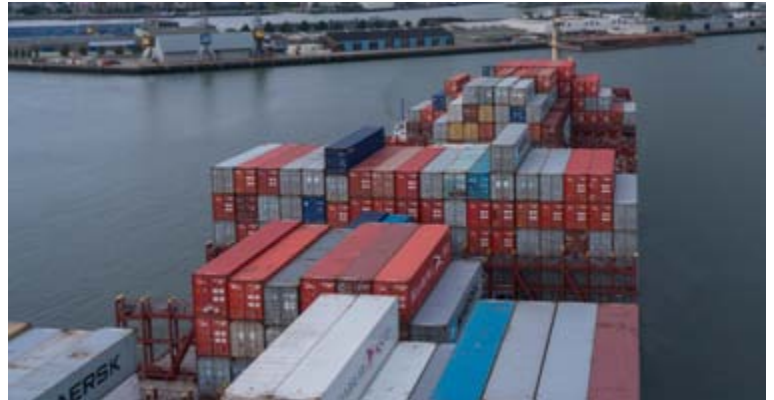
The **MSC PREZIOSA** Crossing San Marco basin to reach San Basilio terminal **Photo : Alberto Camali ©**

Veneto Governor Luca Zaia on Friday said ships above 40,000 tonnes will be banned from Saint Mark's basin and the Giudecca Canal in Venice. It was a "unanimous decision" by an interministerial committee to save Venice and its lagoon, the governor tweeted. In addition to the risk of collision, cruise ships have long been blamed for blowing corrosive smog onto Venice's medieval buildings, whose fragile foundations are weakened by the massive vibrations big liners put off. Other experts warn that the thousand-year-old wooden piles that prop up the city underwater would crumble like toothpicks under the weight of a 114,500-ton cruise ship like the **Costa Concordia**.

In addition, liners ushering tourists into the heart of the city disrupt the extremely fragile foundation of Venice and its medieval monuments by displacing massive amounts of water in the shallow lagoon, while environmentalists warn that the lagoon surrounding Venice, itself a UNESCO heritage site, is at great risk due to its fragile ecosystem. Over 650 cruise ships currently pass through the city annually. Last November the government of ex-premier Enrico Letta ordered a halt to large cruise ships passing through the Venice lagoon, effective from November 2014, and a limit on smaller cruise vessels effective in January. The regulation came in response to the crash of the Costa Concordia cruise ship in early 2012, which killed 32 people off the coast of Tuscany. However a regional court suspended the ban in Venice, where the cruise industry is key to the local economy, prompting Italy's leading environmental group Legambiente to accuse the court of recklessness. Similar regulations had been imposed earlier throughout the rest of Italy, where the cruise industry plays a smaller role in the local economy. In April this year, cruise lines vowed their biggest ships would give Venice a wide berth from November 30 after the long-running row about their effect on the delicate lagoon city. The Cruise Lines International Association (CLIA) made the vow after a meeting with Italian culture, environment and transport ministers. **Source : ansamed.**

MAERSK LABERINTO OUTBOUND FROM ROTTERDAM

Last Saturday Rotterdam Marine pilot [Marijn van Hoorn](#)



was assigned to pilot the 89.505 GRT **MAERSK LABERINTO** from Rotterdam-Waalhaven to sea the 299 mtr long and 45 mtr width container ship

is built in 2012 and departed bound for Tilbury the container vessel was assisted by the **KOTUG** tugs **SD JACOBA**

and **SD REBEL** during the departure from the Waalhaven and the tugs assisted the **MAERSK LABERINTO** out of the Waalhaven onto the Nieuwe Maas **Photo's top : Marijn van Hoorn ©**



The **MAERSK LABERINTO** sailing into the sunset – **Photo : Kees Noevers ©**



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Hanse Sail 2014 at Rostock last Weekend



More than 200 traditional sailing and museum ships from about ten nations participated at 24th Hanse Sail Rostock which was held from 7th to 10th August 2014. The centre of attraction were the small sailing ships ketches, cutters, yawls and zeesenboats. They are building the attractive contrast to the tall ships, cruise liners and ferries. The day before the Hanse Sail again small fast fishing vessels will join a competition at the 6th Haikutter-Race from Denmark to Germany. On Saturday the Race of the traditional sailing ships in the sea area of Warnemünde were held and the evening trips

under the sky illuminated by firework. Photo's : Frank Herzer – www.fairplay-towage.com ©

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Muscat, Salalah ports cargo volumes surge

Vessel activity at Port Sultan Qaboos (SPQ) and Salalah Port witnessed growth in terms of unloaded and loaded (export) cargo in the first half of 2014 when compared with the same period in 2013. The total volume of cargo handled in both ports increased by 2.5 per cent and 34.9 per cent, respectively, when compared with the same period

in 2013. A recently released vessel movement report issued by the National Centre for Statistics and Information (NCSI) revealed that the total volume of unloaded cargo and loaded export cargo at Port Sultan Qaboos recorded in the period from January to June 2014 reached 2.81 million tonnes, compared with 2.75 million tonnes handled during the same period in 2013.

The increase is attributed to the growth of total unloaded cargo over the same period by 0.5 per cent, totalling 2.27 million tonnes by the end of June 2014, compared with 2.26 million tonnes by the end of June 2013. Loaded cargo exports from Port Sultan Qaboos totalled 540,000 tonnes in the first six months of 2014 when compared with 496,000 tonnes in the same period in 2013, representing a growth of 8.8 per cent. Meanwhile, unloaded and loaded export cargo at the Salalah Port witnessed a significant increase of 34.9 per cent in the first half of 2014 when compared to the same period last year. The total volume of unloaded cargo and loaded export cargo grew significantly, totalling 5.47 million tonnes when compared to 4.05 million tonnes recorded over the same period in 2013. The increase recorded at the Salalah Port was a result of a growth in total unloaded cargo of 22.4 per cent in the first six months of 2014, recording 624,000 tonnes, compared with 510,000 tonnes registered over the same period in 2013. Additionally, loaded cargo export from Salalah Port grew by 36.7 per cent during the same period from 3.54 million tonnes in 2013 to 4.48 million tonnes by the end of June 2014. During the same six month period, the total number of vessels moored at the Sultan Qaboos Port and Salalah Port registered an overall decline of 6.4 per cent, dropping from 1,933 vessels recorded in 2013 to 1,809 vessels during the same period in 2014. The decrease is attributed to the decline of the total number of vessels mooring at Sultan Qaboos Port so far this year, dropping 6.7 per cent from 1,470 vessels recorded in 2013 to 1,372 recorded in the first half of 2014. Meanwhile, the total number of vessels mooring at the Salalah Port also declined, with 437 vessels in the first six months of 2014, compared with 463 vessels recorded during the same period in 2013, representing a fall of 5.6 mooring. **Source: Times Of Oman**

VSMC Halves Butendiek OWF Cabling Work

The cabling work at the **Butendiek offshore wind farm** is half done, VSMC informed via social media. The company said that 6 strings and 42 cables with a total length of 40km have been installed at the offshore wind farm site in the German Bight some 34 km west of the island Sylt. A total of 86 individual cables will be installed between the turbines, including 6 redundancy cables, giving a total length of infield cabling of approximately 90 km. Termination, testing and commissioning of the 12 cable strings will be performed using in-house resources. **Source : offshore Wind**

Asia-Europe spot rate falls 7.8pc to US\$1,341/TEU after 20.9pc jump

SPOT freight rates for container shipping from Asia to North Europe fell 7.8 per cent to US\$1,341 per TEU on Friday, according to the Shanghai Containerised Freight Index. The drop came one week after a jump of 20.9 per cent as a result of freight rate increases announced by shipping companies. Container freight rates have so far increased in 10 weeks this year, but fallen in 22 weeks. Average rates for 2014 are \$1,280 per TEU compared with \$1,090 last year. The comprehensive index fell two per cent to \$1,172 per TEU, noted Reuters.

UASC's 18,000 TEUers to call at terminals run by UAE's Gultainer

THE **United Arab Shipping Company (UASC)** will take delivery of five 18,000 TEU box ships by 2015, becoming the fourth global container line to order the mammoth vessels. UASC's announcement of the 17-ship order valued at more than US\$2 billion including options. IHS Fairplay reports hint at the possibility of an order valued at US\$1.4 billion, for five 18,000 TEU ships and five of 14,000 TEU.

Said UASC chief executive Jorn Hinge: "We are not stating the actual contract price per ship, but your assumption seems reasonable." The options are for one vessel of 18,800 TEU and six of 14,500 TEU." Mr Hinge said he might sell some of the ships from the new order if prevailing market conditions become suitable. The first 14,000 TEU ship will arrive in November 2014, the first 18,800 TEU ship is for delivery in April 2015, and the final ULCS comes in December

2015. The last 14,500 TEU vessel will arrive in August 2015. He was tight-lipped about details of the order because he said financing, which would involve a blend of international, regional and local banks, had yet to be arranged. Competitive slot costs is the reason to deploy efficient ships, he said, citing, fuel efficiency, and delivery times. "We look at tonne-mile costs, and the quality of the ship. You have to adapt, otherwise you will die," he said. He pointed out that UASC was a key customer of GulfTainer at Khorfakkan on the UAE's east coast. GulfTainer's total throughput rose by 23.7 per cent in 2012, and though it operates at Jeddah, Jubail, Umm Qasr, and Recife, operations are dominated by Khorfakkan. "In our system, Khorfakkan is the most efficient anywhere," Mr Hinge said.

Sea Gateway Terminal in Jeddah has received good business from UASC, but Saudi bureaucracy is a hindrance. "Strict cargo inspection policy means delays," he said, adding that this applies to all terminals in Saudi Arabia." The UAE is the king of capacity with its mega port Jebel Ali to come on line next year with four million TEU of capacity. "Years ago Jebel Ali was also subject to congestion. It's looking to stay ahead of the competition." Said GulfTainer managing director Peter Richards: "The vision for the purchase of these ships cements Middle East companies as leaders within the industry. At GulfTainer, we look forward to welcoming these vessels to our terminals." **Source : Asian Shipper**



The **SONCHE TRADER** in Rotterdam – **Photo : Willem Koper ©**

Evergreen takes delivery of 13,808-TEUer from Enesel for A-E service

TAIWAN'S **Evergreen shipping line** has taken delivery of the 13,808-TEU **THALASSA TYHI** from owner Enesel SA, a Greek company piloted by London-based NS Lemos & Co. The vessel is the eighth ship in a series of ten neo-postpanamaxes ordered by Enesel in July 2012 from **Hyundai Heavy Industries (HHI)**, with the backing of 10-year charters to Evergreen.

The **THALASSA TYHI** has an overall length of 368 metres and a beam of 51 metres allowing 20 container rows on deck, reports Alphaliner. Enesel concluded the order for US\$116.5 million per ship, a fairly low price compared to the \$160 million to \$170 million paid by other owners at the peak of the market in 2008. After a bunkering trip to Russia, the Thalassa Tyhi will join Evergreen's Far East to Europe service CEM. The loop is part of the CKYHE alliance offer but branded NE 5 by the old CKYH partners. This service will be fully upgraded from the 8,500-TEU class to 13,800-TEU ships by October. The new vessel follows the **THALASSA MANA**, which was handed over in July. The two remaining ships of the series will be delivered in the next two months. **Source : Asian Shipper**



The **AMETHYST ACE** enroute the IJmuiden locks Photo : Simon Wolf ©

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NAVY NEWS

Zr.Ms.v.Speijk departed for Horn of Africa



The Dutch frigate **F 828 VAN SPEIJK** departed from the Den Helder Naval base last Sunday bound for the Horn of Africa to join the **operation ATALANTA** where the frigate will relieve the present Dutch frigate operating in Operation Atalanta **DE ZEVEN PROVINCIE** photo's of the departure by **Ron Damman** ©, see more of the departure at : <http://www.newdeep.nl/nautisch-nieuws-2014.html>

Submarine North Dakota to be commissioned in Oct.

The commissioning of a new attack submarine that will become the **NORTH DAKOTA** has been rescheduled. KXMB-TV reports that commissioning for the \$2.6 billion vessel will be held on Oct. 25 at the Navy shipyard in Groton, Connecticut. The U.S. Navy says an earlier commissioning set for May was postponed because additional work was required on the bow of a new attack submarine. The submarine is the 11th in the Virginia class of ships. The 377-foot-

long submarine will be able to launch Tomahawk cruise missiles, deliver special forces and carry out surveillance.
Source : [pilotonline](#)



Nuship **ADELAIDE** IMO 9608972, 2014/22000gt at BAE Williamstown, 10-8-2014.

Photo : [Andrew Mackinnon](#) – www.aquamanships.com ©

Navy ship HMAS Bundaberg goes up in flames in Brisbane's east



A large navy ship fire east of Brisbane has been brought under control after three hours. Firefighters in breathing apparatus remain at a commercial boat shed on Barku Court in Hemmant, about 11 kilometres east of the CBD. Earlier, about 50 firefighters and 16 fire trucks were called to the scene. Authorities have confirmed the ship on fire is the **HMAS Bundaberg**, a navy vessel that was in Brisbane for routine maintenance. Fire crews were called to the shipyards on the Brisbane River at 11.52am after an automated alarm went off. The boat was fully involved when we arrived," a Queensland Fire and Emergency Services spokesman said. Two people were taken to hospital suffering smoke inhalation. Initial reports were that a 70-foot boat was ablaze, however the HMAS Bundaberg is much larger.

The Armidale-class patrol boat is about 56 metres long and was commissioned in 2007.

According to the Navy website, the **HMAS Bundaberg (II)** and 13 sister vessels are used for fisheries protection, immigration, customs and drug law enforcement operations. "Defence understands that at least two civilian contractors suffered smoke inhalation and were treated at the scene," A Defence spokesman

said in a statement. No members of the Navy crew were injured in the incident. The cause of the fire is not known at this time "An assessment of damage and an investigation into the cause of the fire will be undertaken once it is safe to do so." **Source : brisbanetimes.**

The dangers of SSBN proliferation in Indo-Pacific Asia

It has become commonplace to lament the arms races underway in Indo-Pacific Asia. China's military modernisation over the last two decades has helped provoke heightened political tensions and growing concern in capitals from Tokyo to New Delhi to Washington and Moscow. North Korea's continued pursuit of nuclear weapons and missile delivery systems keeps tensions in Northeast Asia high. The Indian subcontinent is home to two nuclear powers that have fought four wars over the last 65 years. Many countries in the Asian littoral have undertaken serious rearmament programs, and across the region strategists see a proliferation of missiles of all types — anti-access systems, aerospace capabilities and naval platforms, among others.



SHIPYARD NEWS



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Negotiations on for Japanese shipbuilding plates for Korea - TEX

Negotiations on steel plates for shipbuilding for shipments of this quarter (July to September) between the Japanese mills and the Korean major shipbuilders like Hyundai Heavy Industries have not progressed yet and remain stalemated. While, such information is spreading that some Chinese mills concluded contracts at a slight reduction in price. As the Korean side got a price reduction for contracts with China, it is predicted that it places mounting pressure to lower prices against the Japanese mills. As the domestic demand for steel plates in Japan is brisk, the Japanese mills are not necessary to go out of their way to get orders for export and are requesting an increase in price. Against it, the Korean shipbuilders have commenced construction of vessels when they got orders at the cheapest prices and are asking for a price decrease to save the material costs. As the domestic negotiations on ship plates have still continued in Korea, the Japanese mills do not accelerate negotiations and keep watching the situation. However, it was lately reported that Chinese mills accepted a price decrease even slightly (within USD 5). It is felt that prices of ship plates for Korea this quarter trend towards falling. AS Korea's POSCO and so on have not shown a stance to accept a decrease in price yet, the Japanese mills are to keep watching the course of negotiations in that country. Shipbuilders' summer vacation starts soon, so negotiations will remain stalemated until mid-August. Some foresee that negotiations will be finalized in September as the case may be. **Source - The TEX Report**

VT Halter Marine's Pascagoula yard launches its largest ship ever, carrier Marjorie C

Marjorie C hit the waters of Bayou Casotte with a mighty splash and hearty applause during a **VT Halter Marine** launching ceremony Saturday morning. **Marjorie C** Launch VT Halter Marine's Pascagoula yard launches Marjorie C on Aug. 9, 2014. The process was first painstakingly slow, as workers removed more than a dozen blocks that kept the 692-foot-long vessel in place onshore. As the last block was removed, workers hightailed it out of the ship's way, and **Marjorie C** sped down its launch legs and plunged sideways into the water, creating an impressive wave.

Several hundred workers and company leaders looked on with pride as the roll-on/roll-off car truck carrier steadied itself and tugs approached to keep it from straying too far. The successful launch is "a tribute to all of the workers for all the hard work that went into building such a beautiful ship," VT Halter CEO Bill Skinner said today. "This is just one more milestone on the way to delivery in late October," he said. "This is the largest vessel that we've built. It's a ConRo ship, which means it will move tractor trailers, automobiles and containers." **Marjorie C** has the ability to carry 1,500 TEUs above and under deck, as well as vehicles and over-high and wide cargo on 10 workable decks, and it will have a vehicle shipping capacity of 2,750 units. "It's a very complete vessel that allows for a lot of types of cargo to be carried," Skinner said. Due to the expected wave action, the Coast Guard had closed the waters around the yard during the launch. At more than 25,000 metric tons, **Marjorie C** is the largest vessel ever launched by VT Halter.

It's being built for Honolulu-based Pasha Hawaii, which offers transport between the West Coast and Hawaii for a variety of vehicles, yachts, heavy machinery and oversized cargo. "We have a great customer that has supported the yard over the years with a lot of work," Skinner said. In February 2011, the companies signed the \$144 million construction contract for the ship, which will enter the Hawaii/Mainland trade lane. The newest ship is the second VT Halter-built vessel to join Pasha Hawaii's fleet, and it will allow the company to provide weekly service between the West Coast and Hawaii. It is based on a design by the Uljanik Shipyard in Croatia. Pasha's first VT Halter-built ship, **Jean Anne**, was put into service in 2005. When the **Marjorie C** contract was signed in 2011, the company also signed an option agreement for construction of a third vessel with a base price of \$137 million. Skinner said VT Halter is still in talks with Pasha about the third ship, but the decision will ultimately be driven by market conditions.

Source: Gulf Live

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Carnival plans to build cruise port in Haiti

A major Florida-based cruise line has signed a letter of intent to develop a new port on an isolated Haitian barrier island that has long been a major launching spot for smugglers, authorities said Monday. **Carnival Corp.**, the parent company of **Carnival Cruise Lines**, said it signed a memorandum of understanding last week with the Haitian

government for a cruise port on Ile de la Tortue off Haiti's north coast. In a statement emailed Monday, Carnival said the development would create a "tremendous economic impact" for Haitians while also carving out a new spot for ship itineraries in the Caribbean, the globe's No. 1 cruise destination.

"The development will create an exciting opportunity for our guests to enjoy a new, secluded and stunning destination," said David Candib, a vice president for Miami-based Carnival. In a recent tweet, Haitian Prime Minister Laurent Lamothe said the initial investment on Ile de la Tortue will be \$70 million. Because of its remoteness, the mountainous island has long been a center for smugglers to organize dangerous sea journeys for poor migrants seeking a better life in the United States and elsewhere in the Caribbean. Ile de la Tortue, also known as Tortuga Island, is 11 miles (19 kilometers) across cobalt waters from hardscrabble Baie des Moustiques.

The cactus-studded area's poverty stands out even in Haiti. Ile de la Tortue, where the shores are lined with wooden boats of smugglers and subsistence fishermen, has some of the poorest people in the hemisphere's most impoverished country. In February, Lamothe said officials had begun a program to improve opportunities, in part by paving the way for seven restaurants and by creating 1,000 jobs through a sanitation program. Farmers received free seeds and the national police force was to send some 30 officers to crack down on illegal migration. Carnival said the company's new port would "directly or indirectly" employ more than 900 people. The development would compete with Royal Caribbean's fenced-in Labadee cruise port and beach attraction, also on Haiti's north coast. A local government representative on Ile de la Tortue said residents were excited by the prospect of foreign investment.

"A tourist port will bring work to La Tortue," Sagesse Loriston Fils said in a phone interview. "But they need to come and talk to the community, get the community involved." Not everyone is convinced a new cruise port would be a good deal for Haiti. Jim Walker, a Miami maritime attorney and author of a blog called www.cruiselaw.com, said in an email that his concern is that Carnival will be "sailing back with all of the profits to Miami." Trade groups say the cruise ship industry injects about \$2 billion a year into the economies of the Caribbean. But critics complain it actually produces little local revenue because the cruise companies and international chain shops on piers siphon away most of the spending. Earlier this year, Lamothe announced ambitious plans to transform the southern outlying island of Ile-a-Vache into a high-end resort with condos, spas and its own international airport. The \$260 million project being built with a combination of foreign aid and private investment is scheduled to be completed in two years. **Source :** caribbeanlifeneews

Adani-GSPC to build Rs 4500 cr Mundra LNG terminal by end 2016

Commerce Ministry gave nod to GSPC LNG's proposal to 5 million tons a year LNG terminal

Adani Group and **Gujarat State Petroleum Corp (GSPC)** will set up a Rs 4,500 crore LNG import terminal at Mundra SEZ in Gujarat by December 2016.

GSPC LNG Ltd, a unit of Gujarat government-owned GSPC, on July 24 won approval to become a co-developer of the multi-product special economic zone (SEZ) being developed by Adani Ports at Mundra, a move that will help trim cost by Rs 700-800 crore, an official said. Commerce Ministry's Board of Approvals (BoA) gave nod to GSPC LNG's proposal to 5 million tons a year LNG terminal together with storage and re-gasification facilities over an area of 28 hectares. "By becoming co-developer, the project will now be entitled to duty-free imports which will help cut costs down by Rs 700-800 crore from the previous estimate of Rs 5,200 crore," he said, adding that the terminal will be ready by 2016 end. Once they avail duty free imports, the developers are required to sell a threshold of the produce to units within a SEZ.

The GSPC-Adani combine plan to see 3.8 million tons per annum of LNG to units in nearby Dahej SEZ and the one coming up in Mangalore. They are in discussions with state-owned Oil and Natural Gas Corp (ONGC) to sell 1.1 million tons of LNG to its petrochemical unit coming up in Dahej SEZ and another 1.3 million tons to ONGC's petrochem plant coming up in Mangalore SEZ. They want to sell another 1.4 million tons to Torrent Energy Ltd's power plant in Dahej SEZ. The official said the LNG import terminal had previously got environment clearance and will now proceed to finalise a joint venture partner. India Gas Solutions Pvt Ltd - the equal joint venture between the Mukesh Ambani-led RIL and Europe's second largest oil firm BP, ONGC and Indian Oil Corp (IOC) have been shortlisted to pick up 25% stake in the project.

Initially 8 firms including state gas utility GAIL India had expressed interest to buy the stake but only three were finalised. "Essentially, GSPC is looking at a partner which can bring in LNG or can consume the imported liquid gas," he said. While BP is a producer and trader of LNG, RIL's twin refineries at Jamnagar in Gujarat as well as its large petrochemical plants are huge consumers of gas. ONGC also is a big consumer of the fuel. Besides the three, other

firms which had expressed interest included Petronet LNG Ltd, Torrent Energy, Japan's Mitsui & Co and Toyota Tsusho, the official said. GSPC would hold 50% stake in the project while Adani Group would take 25%. The project is to be financed in a debt to equity ratio of 70:30. The terminal capacity would be expandable upto 10 million tonnes per annum.

2015 looks like another big year at Port Canaveral

That was Port Canaveral last Wednesday at the official dedication of the \$4.7 million East Boat Ramp, which is near Jetty Park. I guess I hadn't been out there in a while, and you only see so much buzzing past on the way to Cocoa Beach. On the port's south side, dozens of people were eagerly waiting for a fishing charter, while four or five Segway riders rolled past the Exploration Tower.

Though it was humid and roughly 300 degrees outside, that didn't seem to matter to all those milling about.

A helicopter from Florida Air Tours was clacking overhead, while construction vehicles rumbled around the huge, under-construction cruise terminal to be used by Royal Caribbean. That terminal is scheduled to open in November.

My initial thought was whoever had a stake in that area — restaurants, bars and other operations — before all this growth started taking place might end up looking like the Einstein of economic development.

As I was chatting with John Walsh, Port Canaveral's chief executive officer, at the ramp dedication, I asked him if 2015 will turn out to be as prolific as 2014. "Growth is going to continue," Walsh said, "but, probably at a little slower pace." He seemed to suggest that the port could use a bit of a breather on that front. But here are a couple things to possibly look forward to in 2015. One is a possible agreement with an auto-shipping concern for a car terminal. That means new vehicles — possibly as many as 350,000 annually — being shipped here from overseas to car dealers and rental agencies across central and south Florida. (Think Europe and Asia, and Volkswagens and Kias.) That seemed like a huge deal and, as Walsh noted, one that makes sense. If vehicles meant for this region and South Florida are offloaded in Georgia, they require further transportation south. Offloading them at Port Canaveral would be much more efficient. Officials could start talking about that operation this week. (And please bear in mind, as Walsh said, "It's not a done deal.")

Then, as FLORIDA TODAY's Dave Berman has noted, there is talk of yet another new cruise terminal, called CT No. 3, just west of Jetty Park and near where the Victory Casino gambling ship docks. That could help attract yet another cruise ship here, and also boost port of call visits. Bottom line, a lot of big deals are expected for the port next year.

In the spirit of next year, here are some of the "big deals" that have occurred, or are about to occur, at the port this year.

- **Cranes:** Two giant cargo cranes arrived by barge at Port Canaveral in March. The 273-foot-tall, 387,600 pound cranes were previously used at the Port of Savannah in Georgia, one of the busiest cargo ports in the United States. And for the budget-minded, this should be pleasing news. The Georgia Port Authority was originally asking about \$1 million apiece for the cranes. The port ended buying them for \$50,000.

- **Gulftainer:** In June, the port and a company called GT USA, a unit of United Arab Emirates-based Gulftainer, signed a 35-year deal Monday for the company to operate a cargo terminal at the port. Port officials said the deal could create 2,000 direct and spinoff jobs when fully operational, including 500 at the port itself. Gulftainer, officials said, planned on making a \$100 million investment locally in infrastructure, equipment and staff.

On a side note, there has been some scuttlebutt about security, being that UAE is involved. A couple of points: Gulftainer has been thoroughly vetted, and it has done work for the United States in Iraq. Finally, I hope people don't think local lawmakers and port officials — who live and have families here — would skimp on security for the residents of Central Florida just to score a quick deal with a cargo company.

- **State funds:** Gov. Rick Scott has made much about his support for the state's 15 seaports and its potential to boost economic development. As part of that, in May Scott signed off on \$11.25 million for two projects as part of the state budget approved by the Florida Legislature. The seaport grants included \$9.75 million for development of a container yard expansion for the port's cargo operations. And \$1.5 million as partial funding for a \$6 million dredging project tied to the port's new Cruise Terminal 1.

- **Cruise Terminal 1:** And speaking of CT 1, which is under construction just east of the port's Cove restaurant area, the shell of the parking garage went up recently. The complete terminal is scheduled to open in November, and there will be a lot of activity taking place around that opening. Royal Caribbean is its major tenant.

- **East Boat Ramps:** And finally, the new boat ramps, which officially opened last week. What's important to remember about this is that the old boat ramps had to move to make room for CT 1. Initially that had some people concerned.

But the end result was that boaters ended up with a much nicer facility that is closer to the channel's mouth. That makes it safer.

Also important is that it wasn't a cheap venture and that's notable because Port Canaveral is a business, not a taxing entity. "It's not an investment I think I'll be able to talk our commissioners into on an annual basis — and it's not a revenue source for us," Walsh said. "But we're proud of it." **Source: Florida Today**

Phase I of the Colombo Port city starts next month after clearing bottlenecks

Phase I of Sri Lanka's proposed off-shore city, the Colombo Port City, is to start in September this year after completing all necessary requirements and legal documentation including Environmental Impact Assessment and signing of agreements with all connected parties of the project, a senior official of Sri Lanka Ports Authority (SLPA) revealed.

The land filling work under Phase 1 of the project will commence in two months from September and it is scheduled to be completed in 24 months while the whole project will be completed in 39 months, he said.

Some 233 hectares of water front sheltered by a 3,300 metre long breakwater will be reclaimed under this US\$900 million mega investment project. China Harbour Engineering Company Ltd, a partnership of the China Communication Construction Co. Ltd is the main contractor with works like reclamation, breakwater construction, connected road network and supply of services. The company has expressed willingness to invest \$2 billion to create other facilities, SLPA official said. The plan has been given approval by the Standing Cabinet Appointed Review Committee. The commencement of Phase 1 of the project had been postponed to September from the earlier scheduled date in March due to some delays in signing all relevant agreements and obtaining relevant approvals from state institutions, SLPA Planning and Development Chief Engineer Susantha Abeyesiriwardena told the Business Times. The port city will also have Sri Lanka's first 100-storeyed skyscraper under Phase II of its work. This phase would include the construction of the planned hotels, high rise buildings, and recreational facilities, shopping complex, golf course, office buildings and business centres. According to the agreement, except for 125 hectares out of the total land area of 233 hectares which will be owned by the Government of Sri Lanka, the rest will be retained by the Chinese company to cover their costs of expenditure. The balance of 108 hectares will be handed over to Chinese company under a 99-year lease basis. The company, at the initial stage, owns only the seabed. Legal experts said that granting approval for the project with a complete ownership of the seabed for a considerable period of time with a view of significantly and permanently altering the marine landscape was against the statutory obligations of the Coast Conservations Act which restrict the use and occupation of the seabed.

They also noted that all statutes, laws and regulations and the associated legal and judicial structure and systems of Sri Lanka should apply for the Port City project and the reclaimed sea area. According to the Act, the Director cannot issue a permit for a proposed development activity which may have any adverse effect on the stability, productivity and environmental quality of the Coastal Zone. The Act states that even in instances where permits may be issued, the occupation of any part of the foreshore or bed of the sea lying within the Coastal Zone can only be permitted for any period not exceeding three years after which the permit may or may not be renewed. They pointed out that environmental issues could crop up during the implementation of the project, and, if so, the government should tackle these for the benefit of the country. Dredging of sand to build artificial islands will affect the turbidity of seawater as well as damage marine habitats such as coral reefs and shells covered by sand. Therefore the government should be concerned about the possible consequences, and the viability and the sustainability when implementing such a project, they added. But the SLPA official said that they have obtained the permit for the project and the reclamation of sea will be completed before the stipulated time frame in the Act and the legal matter of occupation of the seabed will not arise. **Source: Sydney Times**

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De **GMI ATHINOULA** enroute the IJmuiden locks assisted by the tugs **SATURNUS** and the **ARGUS**.

Photo : Peter Maanders – Port Towage Amsterdam ©

Lloyd's Register Energy wins new nuclear contract in Middle East

Lloyd's Register Energy together with Lightbridge Corporation has won a contract to support the Federal Authority for Nuclear Regulation (FANR) internal inspection team to provide construction oversight and related technical services for a new generation of nuclear power plant in the United Arab Emirates (UAE). Lloyd's Register Energy will be supporting FANR for several years on a series of work packages designed around project management, construction inspection and oversight services. These include design verification, inspection plans, quality assurance, and vendor inspection during site construction, installation and commissioning. FANR is the independent government body charged with regulating and licensing nuclear activities in the UAE. The projects are expected to contribute to multi-billion pound investments in the country's power infrastructure. Lloyd's Register Energy's Nuclear Vice-President, Mamdouh El-Shanawany, said: "This contract with FANR underlines our aspiration to become a leading nuclear safety Technical Support Organisation (TSO), and it demonstrates real momentum towards how nuclear safety can be managed and controlled in the nuclear sector." El-Shanawany highlighted: "Safety and quality is the number one priority for FANR; I am confident we will continue to progress our work in the Middle East as we support the Regulator in the UAE on its primary work packages. The signing of this contract also highlights our commitment to working with leading authorities and operators worldwide who are embarking on a new generation of nuclear power." The contract is a major milestone for Lloyd's Register Energy's nuclear ambitions to be recognised globally with the capability of acting on behalf of regulators as an independent Technical Safety Organisation and on one of the latest nuclear new build programmes worldwide. The work will be important in helping FANR continue its planning and preparation for the planned commissioning of the UAE's first nuclear power plant by 2017.

Recently, UK-based Lloyd's Register Energy won a significant contract to support the South Korean nuclear industry's commitment to best-practice, safety and risk management. Under this two-year agreement, Lloyd's Register Energy will provide Korea Hydro & Nuclear Power Co., Ltd., (KHNP) with independent verification services to assess their nuclear safety equipment. Lloyd's Register Energy is also the only third-party inspection agency able to certify to the Korea Electric Power Industry Code (KEPIC) SN (Nuclear Structure) code and is approved to certify to the KEPIC MN (Nuclear Mechanical Components) code. Nick Nooren, Area Manager of Lloyd's Register Energy's Middle East and Africa business, said: "To be selected as the advisor to FANR is testament to the success of our long standing operation in the Middle East and our relationship with regulators, operators and suppliers within the nuclear sector globally. We look forward to combining our global technical safety and risk management expertise and our local presence in the collaborative development of a sustainable and safe nuclear power base in the UAE."

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.... PHOTO OF THE DAY



The **RAYMOND CROZE** at Portland Port's Inner coaling pier to load cable. **Photo : Capt. Ted Toop ©**