



Newsletter 1 - 2017

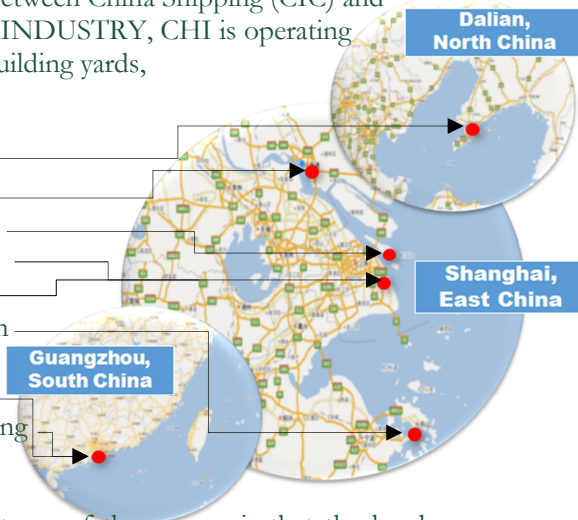


News about CombiTrade:

We are very pleased to announce that CombiTrade has signed an agency agreement with COSCO SHIPPING HEAVY INDUSTRY, shortly CHI, for representing the same on the German market.

After the merger between China Shipping (CIC) and COSCO HEAVY INDUSTRY, CHI is operating beside their new building yards, 8 shiprepair yards:

- COSCO Dalian
- COSCO Nantong
- CIC Changxing
- COSCO Shanghai
- CIC Lixin
- COSCO Zhoushan
- CIC Boloumiao
- COSCO Guangdong



One of the advantages of the merger is that the head office will issue the one quotation, which will be valid for all mentioned shipyards operated by CHI. That will give the ship-owners a high flexibility in case e.g. the last discharging port is not fixed.

If you are interested to dry dock one of your good vessels with CHI, please do not hesitate to contact us.



Gibdock – Gibraltar reports about their yard:

After another successful year for GIBDOCK on the German market with repairing several vessels from the German ship owners, the yard has recently started a major investment program in regards of maintenance of the yard equipment. One of the main pumps has been overhauled and a caisson refurbishment in Dock # 2 has been carried out. Further on, on two shipyard cranes the slew bearings have been replaced. This is a part of the ongoing scheduled maintenance of the critical assets, in order to ensure that Gibdock can consistently offer the reliable, timely, quality service in a safe manner for which Gibdock is renowned for.



West Africa's preferred shipyard EBH Namibia 'pulls' several firsts in successful Svitzer tug repair and maintenance projects

In 2016, after two years of intensive discussions and information-gathering, EBH Namibia (EBHN), the preferred Namibian ship repairer on the West coast of Africa, won the contract to maintain and repair five tugs being operated from the port of Soyo by the international ship towage, support and emergency response company Svitzer. The port of Soyo, located on the mouth of the Congo River in the province of Zaire, Angola, is a busy conduit for oil from the local refinery. This major oil-producing region generates in the order of 1.1-million barrels of oil a day. A part of the international Maersk Group, Svitzer's tugs serve the company's primary client in the region, Angola LNG, a joint undertaking between Chevron and Sonogol. Delivered new to Svitzer in 2011, all five 80 ton tugs were due for a special survey and also needed modification to their thrusters. As there is consistent – and frequently urgent - operational demand for all five tugs, Svitzer released one tug at a time to be attended by EBHN. The client's requirement for quick turnaround times was therefore critically important, as having a tug out of service could have meant substantial revenue losses. "Considering that it is approximately the same distance from Soyo to Walvis Bay, Namibia as it is to the West African shipyards in countries such as Nigeria and Ghana, it is very noteworthy that Svitzer chose EBHN as its preferred maintenance and repair partner," points out EBHN's Commercial and Marketing Manager Willie Esterhuysen. "EBHN was the closest service provider with a respected name and a good reputation," says Mr. Peter de Raaf, Regional Technical Manager at Svitzer MEA. He adds that proper management and industry expertise - combined with a well-organised, effectively-equipped facility, competitive and transparent pricing system for repair services as well as their ability to extend their services by sending mobile maintenance teams to the home port of the client - were the deciding factors in the choice of EBHN. Therefore, from EBHN's side, we are very pleased that we were able to satisfy the repair and maintenance requirements of a major international company such as Svitzer.