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The 2001 vd Werf & Visser (Irnsrum) built Belgian fishing trawler O-231 " DEN HOOPE" outbound from Oostend Photo : Ronald Ribbe www.rorifocus.nl

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The **CORINTHIAN** in front of the Chilean station at Antarctica Photo : Willem J.M. Kappert ©

Shocking Images from 'Norman Atlantic' Garage



The first images of the "**NORMAN ATLANTIC**" garage were released in a video posted on the Italian website brindisioggi.it. These first shocking images show the damage caused to the ferry from the fire that broke out in the garage on the morning of December 28 and quickly spread throughout the whole ship, causing the death of nine people of which three were Greeks. Burnt cars and trucks can be seen in the video, while there is still smoke emerging from the ferry. Italian authorities are still investigating the cause of the tragic "**NORMAN ATLANTIC**" incident. **CLICK on the photo left to see the movie**

According to the video, the first and second garage levels are in better condition even though they have also suffered extensive damages. Italian firefighters have been trying for many days

to clear the ferry of fumes. At the moment, oxygen levels are at a satisfactory level and carbon monoxide has been reduced by half. The situation, however, is still being monitored closely, since the conditions could change due to the wind. Once the inspections are over, authorities will investigate the exact causes that led to the naval tragedy that occurred on December 28. For now, the only information that has been released is that the fire started from the third garage level where firefighters found melted iron. **Source : greekreporter**



Fugro/Seacore **EXCALIBUR** ready to commence core-drilling in Coloso/Antofagasta in Chile with in the background seen the van der Wees/Dordrecht transportbarge Lastdrager 25 **Photo : capt.Geert Dijkema. Master MTS Vanguard. ©**

Malaysia Marine and Heavy Engineering names new MD and CEO

Malaysia Marine and Heavy Engineering Holdings (MMHE) has named Tuan Haji Abu Fitri bin Abdul Jalil as its new managing director and chief executive officer, who will succeed Dominique de Soras on March 1. Tuan Haji Abu Fitri, a Malaysian national, is currently the vice-president of offshore business at Malaysia's state shipping company MISC. He is to leave his position at MISC on February 28. Previously, he worked as senior general manager, petroleum operations management at Petronas. Dominique de Soras has been MD and CEO of MMHE since February 2011. His contract of employment will end on February 28, the company said. He will also cease to be a non-independent executive director of the board on this date. **Source : SeaShipNews**





The **GRANDE DETROIT** enroute Amsterdam – Photo : Simon Wolf ©

Jiangsu Rainbow Heavy Industries sets up jv in Singapore

Jiangsu Rainbow Heavy Industries (RHI) has announced that it has signed an agreement with Singapore-based engineering firm Ten-League International Holdings to establish a joint venture **Ten-League Rainbow Heavy Industries**. RHI and Ten-League will each invest S\$400,000 and S\$600,000 to take a 40% and 60% equity share in the jv. RHI said the set up of the jv will help the company expand in the Southeast Asia market and enhance technical support for the company's overseas clients. Source : SinoShipNews



The **N LOIRE** assisted by the **MULTRATUG 9** into the Terneuzen locks – photo : Willem Kruit ©

Throughput port of Rotterdam up 1%

In 2014, the throughput in the port of Rotterdam went up 1% to 445 million tonnes. The different market sectors performed quite dissimilar. The container sector, up by 5.8% (volume) and breakbulk, with 12.1% growth, did exceptionally well. Oil products fell the most, by 8.1%. An extra 4.8% of crude oil passed through the port. Dry bulk fell by 0.7%. Allard Castelein, Port of Rotterdam Authority CEO: "In 2015 we expect the same growth in throughput as last year: 1%. This year too, the main growth is expected in the container sector. In the coming years, we will nurture the large, existing sectors in the port, whilst also focusing strongly on innovation and broadening the range of activities in the port. We need both for a healthy future." During this annual presentation, Castelein also paid attention to the

challenges facing the port. “We are seeing major changes not only in the energy sector and the chemical industry, but also in logistics”, according to Allard Castelein. “So that the port can continue to be a strong pillar of our prosperity in the long term, we are working with business on innovation and on broadening the range of activities in the port. We can already see evidence of this in the increase in offshore activities, but the energy and chemical sector also need to become more sustainable. We are focusing on increasing efficiency in industry and on developing bio-based industry. For the container sector the development of the hinterland connections is particularly important. This year the new container terminals on Maasvlakte 2 will be busy starting up; from 2016 onwards, however, there will actually be extra capacity for further growth.”

Minimal fall in dry bulk

Dry bulk throughput fell in 2014 by 0.7%, to 88.6 million tonnes. The German steel industry ran at 87% capacity last year. Due to such factors as the renovation of blast furnaces in Germany, 5.2% less ores and scrap was handled in Rotterdam. Coal throughput fell by 0.9%. Although the throughput of cokes coal for the steel industry tends to be in line with that of ores and scrap, this increased in 2014 as a result of the concentration of incoming trade via Rotterdam. That positive effect was more than offset, however, as less coal for power plants was needed due to the mild winter and the increase in the generation of renewable energy in Germany. Agribulk throughput was up by 9.2%, mainly because more wheat was exported and, at the same time, more corn and soya were imported. The category other dry bulk consists mainly of raw materials for construction and industry. 6.8% more of these goods were handled, primarily as a result of the upturn in the global economy.

Fall in liquid bulk

Liquid bulk throughput fell by 2.1% to 202.5 million tonnes. This market sector accounts for 45% of total throughput in Rotterdam, so a limited decline can have a big impact on the total throughput figure. Crude oil throughput was 4.8% up. There were fewer maintenance shutdowns at the refineries and the capacity utilisation was higher. The category mineral oil products fell the most in 2014, by 8.1%. The most significant factors were the competition from new tank terminals in other ports and a decline in the handling of naphtha. The latter is an important feedstock for the chemical industry. This sector is battling against difficult market conditions in Europe. Actually, there has been strong growth in the throughput of oil products during the last ten years: in 2014, despite the decline, more than twice as many mineral oil products were handled than in 2004. LNG throughput is still modest in scale (1.2 million tonnes), but did experience tumultuous growth of 59.5%. This was due primarily to the re-export of LNG. The category other liquid bulk consists mainly of chemical products. The main reason behind the 7.4% decline is the fact that the European chemical industry finds it difficult to compete with that overseas. Energy and feedstocks are considerably cheaper elsewhere in the world.

Containers and breakbulk show sharp growth



The **COSCO PORTUGAL** moored at the Euromax terminal in Rotterdam-Europoort – **Photo : Krijn Hamelink ©**

There was a 5.8% increase in container throughput, to 12.3 million TEU (numbers) and a 5.2% increase to 127.6 million tonnes (weight). This sharp rise can be explained by a combination of factors. The economy in both the Eurozone and the United Kingdom is improving. As a result, there has been an increase particularly in the deepsea volumes on the shipping routes to Asia and North America. Moreover, the initial effects of the increase in scale in container shipping became visible: Rotterdam is an attractive port for the ever larger ships. Breakbulk is a combination of roll on/roll off (ro/ro) traffic and other mixed cargo. Throughput in this category increased by 12.1%, to 26 million tonnes. Ro/ro traffic was up by 8.1%, thanks largely to the improvement in the British economy. In the category other mixed cargo, steel, non-ferrous metals and project cargo did particularly well. Other mixed cargo, for years on the decline as more and more cargo disappeared into containers, did exceptionally well, with 28.1% growth.

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Omgeslagen bootje 41 mijl West van Hoek van Holland



Zondag 17 januari om 17.20 uur gepaged door het Kustwachtcentrum. Het passerende **MS NORDIC NORA** heeft op 41 mijl West van de Hoek een omgeslagen bootje waargenomen. De **KNRM** redding boot **JEANINE PARQUI** uit Hoek van Holland en de NHV SAR helikopter van de Maasvlakte zijn gealarmeerd. Het **MS NORDIC NORA** blijft ter plaatse totdat een SAR eenheid is gearriveerd. De NHV SAR helikopter was om 18.20 uur ter plaatse. De heliredder heeft

een onderzoek ingesteld bij het zeilbootje en niemand aangetroffen. Het betrof een ongeveer 6 meter lang open zeilbootje. Op verzoek van de Kustwacht maakt de helikopter zoekslagen in het gebied. De kustwacht nam in eerste instantie contact op met Belgische en Engelse collega's of daar een bootje als vermist stond geregistreerd.

Foto rechts : Marcel Kooiman ©

Reddingboot **JEANINE PARQUI** van Hoek van Holland was om 20.00 uur ter plaatse in positie 51°.59.35 Noord en 002°56.30 Oost. Net daarvoor is de NHV SAR helikopter retour naar de Maasvlakte gegaan. KNRM opstappers bergen het 6 meter lange open zeilbootje. Het registratie nummer van de zeilboot begint met CH, dit is doorgegeven aan Franse kustwacht, vermoedelijk uit Cherbourg? Om 20.45 komt bericht uit Frankrijk dat op 9 januari een zeilbootje met dezelfde registratie **CH502994**



is weggedreven uit Cherbourg. Gelukkig zijn er geen personen vermist. KNRM redders hebben het bootje gekanteld en vervolgens leeggepompt. Vervolgens nam de KNRM reddingboot **JEANINE PARQUI** het zeilbootje met een vaart van 10 knopen op sleep naar de Berghaven in Hoek van Holland. Maandagmorgen 01.00 uur werden de schepen gemeerd en gingen de redders na dik 8 uur inspanning huiswaarts.



PATRIA SEAWAYS laid up in Gdansk – Photo : Jakub Bogucki ©

JAN NOORDEGRAAF BOEKEN NU DIGITAAL

GOEDEMORGEN KAPITEIN
WE ZITTEN AAN DE GROND
JAN NOORDEGRAAF

Joris van 't Land aan boord van de "ODN Delba III" laat U weten dat gedurende een gesprek over goede boeken over de zeevaart kwamen ze aan boord al snel op **Jan Noordegraaf** en zijn prachtige boeken, waaronder de bekende Kapitein-serie. Beetje zoeken op internet leverde op dat de boeken niet meer werden uitgegeven, **Jan Noordegraaf** in 1990 was overleden, maar zijn dochter een website heeft. Na contact te hebben gezocht met **Marina**, en uitgelegd dat de boeken van haar vader anno 2013-2014 nog steeds leven onder de mannen op zee, lukte het om haar in de juiste richting te duwen, en haar aan te moedigen om de de boeken van haar vader te digitaliseren en openbaar te maken voor het grote publiek. Uiteraard is dat makkelijker gezegd dan gedaan, temeer daar er als dochter van een schrijver meer achter zit dan simpelweg wat boeken overtypen. Des te meer ben ik reuze trots op Marina dat het haar gelukt is om door te zetten, en alle boeken van haar vader in digitale vorm op haar website beschikbaar heeft gesteld, gratis te downloaden in pdf of epub formaat (www.marinanoordegraaf.nl/DHTML/boekenjannoordegraaf.htm)

Jan Noordegraaf heeft een hoge historische waarde als het gaat om de maritieme geschiedenis van de afgelopen eeuw in het algemeen, en die van de vaderlandse maritieme wereld in het bijzonder.



Dockwise's **TEAL** seen loaded with a floating dock, ready for departure from Angra dos Reis, Brazil

Photo : Martijn Gerssen ©



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It is full summer in Antarctica , but look what happened on the Antarctica cruise of HAL's **ZAANDAM** On the photo seen Newsclippings contributor **Willem J.Kappert** enjoying the **Antartic snow** 😊

Latest Circular: Update: Entry into Force of the Nairobi International Convention on the Removal of Wrecks

[The Circular published on the 5th November 2014](#) informed Members that the Nairobi International Convention on the Removal of Wrecks ("WRC") enters into force on 14 April 2015.

Pursuant to Article 12 of the WRC which provides "the registered owner of a ship of 300 gross tonnage and above and flying the flag of a State Party shall be required to maintain insurance or other financial security, such as a guarantee of a bank or similar institution, to cover liability under this Convention in an amount equal to the limits of liability under the applicable national or international limitation regime, but in all cases not exceeding an amount calculated in accordance with article 6(1)(b) of the Convention on Limitation of Liability for Maritime Claims, 1976, as amended". It is also a requirement to obtain a certificate from a WRC State Party attesting to such insurance. All International Group Clubs have agreed to issue Blue Cards so that Members may apply for a WRC certificate.

Certificates must be obtained from the State in which a ship is flagged, providing the State is party to the Convention. Ships flagged in countries that are not parties will need to obtain a certificate from a relevant authority in a State Party. For more information about obtaining a WRC certificate, please read the full circular here: [Update: Entry into Force of the Nairobi International Convention on the Removal of Wrecks](#). Further information, including other publications, can be obtained from our website www.shipownersclub.com.

Pledge over Kintyre ferry must be honoured

By : Drew Allan

SINCE 2000, several groups in Kintyre and Mid-Argyll have campaigned for a restart to the vehicle ferry link with Northern Ireland, on an all-year basis. Despite elected representatives, both local and national, having expressed their continuing support, it has failed to materialise.

In reply to letters sent to Alex Salmond and Nicola Sturgeon last year, an official of the Scottish Government's ferries unit, cited "the dramatic reduction in public spending imposed on Scotland by the UK Government".

Michael Russell, in reply to a similar letter, stated that the Northern Ireland Executive "remain unwilling to contribute the resources required". The letter from the ferries unit also referred to "ongoing investment" and in particular to the Kintyre Express ferry, and the pilot service between Campbeltown and Ardrossan. Regrettably, there has been no evidence of any noticeable number of tourists reaching this part of Kintyre by these services. The benefit to accommodation providers and retailers over the three years (1997-8-9) during which the summer car ferry service operated, was unmistakable.

A further letter to Ms Sturgeon, post-referendum, brought a similar reply from the ferries unit as I had received to the first. It has long been recognised that a direct vehicle ferry link between Campbeltown and Ballycastle would benefit a wide area on both sides of the Irish Sea. New businesses, whether to service tourist needs, or taking advantage of a new opportunity, will help to reverse the current depopulation trend. It has been claimed that the new Forth Road Crossing is due to be completed under budgeted cost, with a saving of some £50m. A small proportion of this saving would be sufficient to provide the necessary subsidy for the re-establishment of a vehicle ferry service between Kintyre and Northern Ireland. The pledge given by the SNP in 2007 to restart the Campbeltown/Ballycastle ferry service was unequivocal. Largely dependent on tourism, a vehicle ferry link between Northern Ireland and Kintyre was seen as "a vital component of future success" for these areas. The press release at that time recognized that Kintyre and related areas had been "badly let down in the past". It was further stressed that the SNP "keep their promises". With the prospect of new and increased powers for the Scottish Government, this is an opportune time to press for the ferry's reinstatement. Both terminal ports have the appropriate facilities. There can be no justification for further delay in honouring the pledge given in 2007. *Ian Y Macintyre, Caladh, Harbour Street, Tarbert, Argyll.*

THE astute observations in a recent letter from Nigel Macleod of Clynder about the Arran ferry (January 7) barely scratch the surface of a number of real, complex and inter-related issues which face the people of the island.

The underlying causes: the operating structure of the ferry company and the way in which the Arran community are represented in communicating with them; the reliability of the service, and now the consequences of the introduction of RET (Road Equivalent Tariff). The three Rs: Representation, Reliability and RET.

Representation: The operating structure of the related subsidised "companies" is not conducive to good communication through the quagmire of management structures and committees. In brief, Transport Scotland, authorised by Holyrood, set up CMAL (the asset holders) which in turn lets the operation of the service to Caledonian Ferries Ltd. (CFL but better known as Cal Mac). Resolving the Arran problem is clearly not high on anyone's agenda and attempts at representation are bogged down with no progress being made and no sign of any political will from Holyrood or Westminster to improve that. It's a bourach.

Reliability: The Arran service operates, as it has done for more than 50 years between Ardrossan and Brodick and has, at least in theory, a designated port of refuge at Gourock. The MVs Isle of Arran (1982) and Caledonian Isles (1993) were both purpose-built for this route. However, whereas in the past diversions to Gourock were, in the event of bad weather quite normal, they are now virtually unheard of - cancellations being preferred. CMAL owns Gourock, so with a Government underspend of £444m financing improvements there should not be a problem. CMAL, however, does not own Ardrossan, the main cause for the unreliability of the service, but a solution has to be found with government finance, by whatever means, to improve Arran's connectivity. The current £18m Brodick pier project will resolve the problem of an ageing pier and ramp but without any certainty where the boat will sail to it looks like another half-baked project. "The least reliable ferry service on the Clyde" is not the greatest slogan for Arran tourism or to help reverse a declining island population.

RET: The recent fare-reducing, heavily subsidised, tourist-focused initiative has ironically created an unintended but totally predictable consequence - a perverse incentive for island residents to take advantage of the reduced fares to travel to the mainland for fuel (25p per litre cheaper) and supermarket shopping with huge savings. This is because RET does not apply to heavy haulage consequently there is no reduction in the islander's costs of essential domestic consumables, particularly food and road fuel. The long-term effect of this on island retailers and petrol stations may take five years to come to light. If it has the negative effect that some already predict it will be too late to reverse. Ironically, the ill conceived RET which was at least partly designed to protect the rural idyll by boosting its economy may in fact change it adversely beyond recognition. *Neil Arthur, Broombrae, Kilpatrick, Isle of Arran.*

Source : HeraldScotland



Successful delivery of LNG carrier to Sovcomflot



The LNG carrier **SCF MELAMPUS** was delivered to its owner, Sovcomflot, at the beginning of January. This ship is the third in a series of ultra-modern LNG carriers designed to perform regular, year-round shipments of LNG. Two ships in the series, the Velikiy Novgorod and Pskov, are already successfully operating under long-term contracts with Gazprom. The fourth ship in the series, the SCF Mitre, will be handed over to Sovcomflot in 2Q15.

Innovative engineering solutions were used in the construction of the new Atlanticmax LNG tanker, which has a load capacity of 170 200 m³, to ensure its effective operation in Arctic conditions, including triple-fuel diesel electric propulsion plant. In addition to their

reinforced Ice2 class, ships in this series are equipped to work in low temperatures and in harsh climatic conditions, and are able to ship gas from most existing export terminals year-round. The SCF Melampus also has the highest class of environmental protection. The ship was built to the dual class of Russian Maritime Register of Shipping (RS) and Lloyd's Register (LR) under the survey of a joint group of surveyors. **Source : Ingindustry**

Crowley to Increase Capacity, Equipment and Sailing Frequency in U.S. Mainland – Puerto Rico Trade

Crowley Maritime Corporation's liner services group announced it will add a 400 FEU capacity, flat deck barge to its South Atlantic Puerto Rico service in the first quarter, increasing the rotation between Jacksonville, Fla., and San Juan to four sailings each week. The company will also replace the existing 580-foot, triple-deck barges with larger, recently modified 730-foot, triple-deck barges in the North Atlantic – Puerto Rico trade, between Pennsauken, N.J., and San Juan, increasing capacity by over 40 percent in that lane.

To support the increased capacity in both services, Crowley will add over 6,000 pieces of cargo carrying equipment including a combination of dry and reefer containers and chassis. "With the changes in the marketplace, we expect strong demand for space on our vessels, and we are stepping up to provide improved capacity, equipment and sailing frequency to benefit our customers," said John Hourihan, senior vice president and general manager, Puerto Rico.

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“This service enhancement is another indication of our commitment to the people and businesses of Puerto Rico, whom we have been pleased to serve for over 60 years.”



Crowley will place the flat deck barge into service on a two-week rotation once it has been outfitted for container carriage. When combined, the flat deck barge along with the existing six, triple-deck, roll-on/roll-off (Ro/Ro) barges, ranging in size from 580 feet long to 730 feet and sailing on an accelerated schedule, will allow Crowley to offer four weekly southbound and northbound sailings per week between Jacksonville and San Juan. Crowley has

been serving the Puerto Rico market since 1954, longer than any other carrier in the trade. The company, with nearly 200 Puerto Rico employees, is also the No. 1 ocean carrier between the island commonwealth and the U.S. mainland with more weekly sailings and more cargo carried annually than any other shipping line. Crowley is currently building two new LNG-powered container ships to be deployed in the trade in 2017.

Jacksonville-based Crowley Holdings Inc., a holding company of the 123-year-old Crowley Maritime Corporation, is a privately held family and employee-owned company. The company provides project solutions, energy and logistics services in domestic and international markets by means of six operating lines of business: Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical Services. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its TITAN Salvage subsidiary; vessel management; vessel construction and naval architecture through its Jensen Maritime subsidiary; government services, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley, its subsidiaries and business units may be found on the Internet at www.crowley.com.



The **MSC FLORIDA** inbound in Melbourne – Photo : Dale E.Crisp ©



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Gearbulk's **WEAVER ARROW** in bound Geelong last week to Corio Quay North to load wood chip.

Photo : Bill Barber ©

Floating armoury found in Galle supplied weapons to keep Somali pirates at bay

A vessel serving as a floating armoury for commercial vessels sailing in the pirates infested Indian Ocean was detained at the Galle Harbour on suspicion. (Galle Harbour is a natural harbour, located in Galle, south-western coast of Sri Lanka.)

Left + below : the **MAHANUWARA** seen moored in Galle – Photo's : Andre Ligthart ©



The vessel **MV MAHANUWARA** an offshore supply ship sailing with the Sri Lanka flag belongs to a private shipping company which has operated with approval from the Ministry of Defence for several years. Around 12 container loads of weapons had been found inside the vessel, the police said. The floating armoury was maintained by Avant-Garde Maritime Services. When contacted a responsible shipping source, who didn't want to be identified said that it was not a clandestine operation and the company had been handling it with the Ministry of Defence approval for some time with Navy supervision. After the ships cleared the pirate infested waters, weapons were transferred ashore by the vessel to storehouses and this process had been going on for some time, he added. Even now security for the transfer of weapons was provided by the Navy, he said. Source : island.lk

Stornoway engineer suggests temporary floating linkspan for Ullapool

An engineer in Stornoway has written to islands and transport minister Derek Mackay asking him if he has considered using a floating linkspan at Ullapool while works continue at the harbour.

Frank Burns has also put the minister in touch with an international provider of floating platforms which Mr Burns has already contacted already about the possibilities at Ullapool. It has emerged that there are various temporary linkspans which are regularly in use worldwide during harbour works and also by the military, including British forces. Mr Burns

said: "I have emailed Derek Mackay MSP today asking him to consider the option of using a temporary floating link-span at Ullapool to allow the ferry service to continue whilst the upgrade works are carried out.

"I provided him contact details for a company that can provide these services. Macgregor (GBR) Ltd is an international company with offices in Edinburgh and Glasgow. I spoke about this to MacGregors Service Contracts Manager, Simon Archer, in December. He can provide suitable advice relating to specific vessels and ports. This may or may not be a viable option but I am not convinced that it has been considered." A response from the minister is expected tomorrow. **Source : maciverblog**



The **UNION RUBY** with the loaded transport barge **WISMAR** enroute the **BALTIC 2** windturbine park

Photo : Wesley Vercruyse ©

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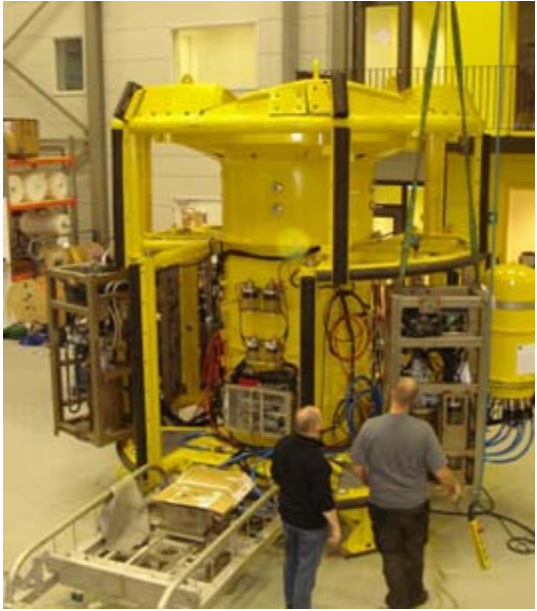
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Seatools upgrades Van Oord ROV

Van Oord's Flexible Fall Pipe Vessel (FFPV) '**NORDNES**' has been refitted at **Damen Shiprepair Vlissingen** under a tight schedule and **Van Oord** has chosen **Seatools** to upgrade the vessel's Fall Pipe ROV (remotely operated vehicle).

The FPROV is an underwater robot that steers the mouth of the fall pipe, thereby allowing high-precision rock dumping in water depths up to 1200meters and being crucial to the optimal performance of the vessel. **Van Oord** did select **Seatools** for the upgrade because of their schedule flexibility and the proven dependability and superior performance of the other **Seatools** FPROVs. Cooperation between **Van Oord** and **Seatools** has been very close, both during the startup-phase and during the actual refit. Staff of **Seatools** worked closely together with staff of **Van Oord** during the refit. Arrangements have been made and have been scrupulously fulfilled in order to achieve the huge amount of work in such a short time. For highly utilized vessels such as the **Nordnes** idle time at the shipyard needs to be kept to a minimum, and overhaul schedule therefore had to fit within the timeframe for the other activities scheduled during the docking period. In order to support **Van Oord's** schedule, **Seatools** worked double shifts and weekends to get the work done. After exactly 30 days of intensive labour the FPROV left the workshop on its way back to the vessel. On request of **Van Oord** seatrials were postponed until after Christmas 2014. Therefore 5 of **Seatools** specialists went to Norway during the end of the year holiday, to assist in the successful seatrials. During their service, the



Seatools FPROVs have demonstrated to **Van Oord** that they can dependably handle the rough working conditions that this type of equipment is subjected to, even withstanding loads that were well outside the normal operational envelope. Working side-by-side with other FPROVs, the **Seatools** units have demonstrated that they can achieve superior uptime, accuracy, and maneuverability, thereby providing our clients with greater efficiency of their vessels. In order to achieve this, **Seatools'** scope included redesigned e-pods for improved maintainability; new computers and input/output controllers for greater data accuracy; and new in-house developed control software.



The **HANSEATIC** cruising Antarctica – Photo : Willem J.Kappert ©

Raja Ampat police nab Vietnam-flagged fishing boat

The Raja Ampat Police nabbed a Vietnam-flagged fishing boat, **Thanh Cong 99612 TS GT**, found fishing illegally in West Papua Provinces Misol waters on Monday. "The boat was nabbed while it was fishing illegally in Misol waters," Chief of the Raja Ampat Police Resort Adjunct Senior Commissioner Nelson Sagala said on Monday. The boat was catching sharks and had two tons of dried and fresh sharks on board, when it was intercepted. "The boat was captained by a Vietnamese, Nam, and had 11 crew members aboard," the police stated. The fishing boat has been taken to Waisai by the Raja Ampat Water Police for further investigation.

President Joko Widodo has ordered all parties concerned in the country to take the strongest possible action against foreign fishing boats poaching in Indonesian waters. "I say, do not just nab foreign fishing boats poaching in Indonesian waters. If needed, sink them straightaway, but save their crew members first. If we do that with some 20 boats, others will think twice before setting out for illegal fishing in Indonesian waters," Jokowi had said last November. The Maritime Affairs and Fisheries Ministry plans to strengthen its surveillance capacity to combat illegal fishing in Indonesian waters by building four new surveillance vessels in 2015, a top government official said.

"Under the Indonesian Fisheries Supervisory Ship System program, the ministry will build four new ships this year," Director General of Maritime Resources and Fisheries Supervision, Asep Burhanudin, said recently. The four news ships, expected to become operational by the end of this year, will support 27 surveillance vessels currently operated by the ministry, he remarked. "We are also doing our best to increase the number of operational days from 116 to 210 and take them eventually to 280," Burhanudin added. **Source : antaranews**



The **ZIM HAMBURG** outbound from Haifa – **Photo : Peter Szamosi ©**

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19-01-2015 : The **NAVIOS ORIANA** inbound to Vancouver harbour **photo : Robert Etchell ©**

Hellas: Ship owners acquire 340 second hand vessels and place orders for 127 newbuildings

With Japanese-built vessels being the most sought after, Greek ship owners invested into 340 secondhand vessels over the course of 2014, according to data compiled by shipbroker Intermodal. They also placed orders for 127 newbuildings, a decrease of almost 30% compared to 2013. according to Intermodal's Research Analyst, Eva Tzima, Greek owners were reported as buyers in 340 of the 2014 reported second-hand sales and as sellers in 153 of them. According to Tzima, "this trend clearly shows that despite the volatility in the freight market, Greeks were still keen on snapping second-hand tonnage during the year. At the same time they have shown a clear preference on Japanese quality units, while the softening of asset prices that has been taking place since mid-year, has also helped SnP activity, which despite the challenging conditions of the market in 2014, remained pretty much at the same levels we saw back in 2013".

She added that "as far as the following months are concerned, and while the Dry Bulk market remains under pressure, we expect SnP activity for dry bulkers to considerably soften, as most owners will choose to sit on the sidelines until they have a more clear view of what's coming ahead. On the tankers side, where things have been considerably more upbeat, we expect buying interest for crude carriers to remain stable overall at least for the first quarter of next year, while the recent popularity of MR and LR1 tonnage seems to be holding well, despite the fact that the long list of scheduled 2015 deliveries for the former are expected to weigh down on freight rates, fact which will most certainly scale back the current upside", Tzima said.

NEWBUILDING MARKET

Meanwhile, in the newbuilding market, Intermodal noted that "out of the 2,874 newbuilding orders that were recorded during 2014, Greek owners were reported to be behind 127 of them, which is almost a 30% decrease compared to 2013 Greek orders. The new-building market has faced an extremely challenging year in terms of activity and this has been mostly attributed to the sharp fall in dry bulker orders compared to the previous year. Following the ordering spree of 2013, newbuilding prices remained on an upward trend for almost the entire first half of 2014 and despite the fact that the performance of the dry bulk freight market missed the expectations built up during the end of 2013. This has weighed down considerably on ordering interest for conventional vessels".

However, the shipbroker noted in its analysis that "prospects for next year remain dim. Despite the fact that prices currently stand well off the highs of January, most owners currently seem completely uninterested in revisiting the prospect of placing an order. On top of that, even in sectors that are currently enjoying some good earnings, the tonnage that is due to hit the water this year, is bound to put pressure on earnings and thus will further deter owners from heading back to the yards".

DEMOLITION

Finally, "on the demolition front, 1,158 vessels in total were reported scrapped in 2014, a number significantly smaller compared to 2013. The percentage of Greek owned vessels that headed for scrapping remained stable nonetheless, showing that the mentality of getting rid of vintage tonnage and in most cases replacing it with modern one is still part of the Greek mentality. The demolition market was also under pressure last year. Following the intense scrapping activity of 2013, which in some cases created fairly "young fleets", especially within size segments in the tanker sector, limited the volume of potential scrapping candidates. At the same time and despite the fact that demo prices were kept at significantly attractive levels during the first half of the year, most owners kept holding on to the hope of better freight rates during the last quarter of 2014, thus ruling out the demolition option. On top of that and even more importantly, as cheap Chinese scrap steel has been flooding the markets since the beginning of the summer, demo buyers in the Indian subcontinent were forced to lower their bids by more than \$70/ldt in a very short period of time, making the demolition option even less attractive to owners of vintage tonnage. Despite the fact that steel demand remains overall healthy amongst breaker countries, we expect the negative trend of both demo volume and prices to resume next year, especially as any measures that could potentially set a floor on Chinese steel imports are being delayed". **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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Golar LNG changes CEO

Golar LNG Limited has today announced that Doug Arnell has decided to step down as CEO of Golar on February 1, 2015. Mr. Arnell's decision is driven by a personal wish to return with his family to his home country of Canada, the company said in its press release. Mr. Arnell will be succeeded by Gary Smith, who is well known to Golar and who brings with him a track record of leadership and operational management success in the mid-stream oil and gas, shipping and LNG businesses. Mr. Smith's career spans 35 years, including 25 years with Shell and Caltex Australia (a Chevron affiliate) in roles including General Manager LNG Shipping for Shell (STASCO) and General Manager Refining, Supply and Distribution for Caltex Australia. In the period between March 2006 and September 2009 he was CEO of the then smaller Golar LNG Ltd, a position he relinquished to return to his native Australia for family reasons. Since May 2014 Mr. Smith has worked as a consultant for Golar with special emphasis on increasing the utilisation of the shipping fleet. The relationship between Golar and Mr. Smith is one that is well established and the Board is delighted to welcome Gary back into this leadership role. Mr. Arnell will continue to work closely with the Company on an advisory basis, devoting his time to ensuring the successful execution of GoFLNG opportunities in Cameroon, Canada and other key locations. Mr. Arnell will also be appointed to the Board of Golar's Nasdaq listed affiliate Golar LNG Partners LP.

During Mr. Arnell's tenure with the Company, Golar's market capitalisation has increased by a factor of close to 4. Golar is now positioned as a leader in LNG shipping, with one of the industry's most modern and efficient fleets, and, through its innovation, has become the market leader in LNG floating storage and regasification. Golar is now building on this success by extending its strategy into floating liquefaction (GoFLNG) with the aim of becoming the industry's leading integrated midstream LNG services provider, supporting gas resource owners, upstream developers and LNG customers. **Source : Portnews**



The 1997 built 185 mtr long [KOTA WARIS](#) arrived from Da Nang in Singapore **photo : Piet Sinke © CLICK on photo and/or hyperlink in text**

Will the equation: “bigger canal + bigger ships = more transshipment” work for Panama’s Pacific coast?

Plans for life after the expansion of the Panama Canal in 2016 are becoming firmer. Details of the intended new vessel toll system have been released and a tender for a new five million teu capacity transshipment terminal at the Pacific end of the canal has been announced. The planned 120 hectare Corozal container terminal will have a capacity of 5.2 million teu at full build out (see Figure 1). With a quay line in excess of 2 kilometres, alongside depth will be 16.3 metres. Most likely a 20 year concession will be offered, renewable for a further 20 years. Panama's Pacific coast transshipment activity is currently handled almost entirely by Hutchison's Balboa terminal, whilst PSA's Rodman terminal is at present a smaller, emerging facility. Their combined current capacity is estimated to be nearly 5 million teu so the

new Corozal terminal would double this figure. both Hutchison and PSA are reportedly expanding or have the potential to expand their capacity to a combined total of 6.8 million teu p.a. Hutchison announced in 2014 an investment of \$110m to boost capacity to 5 million teu p.a. in time for the opening of the expanded canal in 2016. Meanwhile, also in 2014, PSA was given a 20 year concession for its terminal which reportedly enables it to be expanded from the current 450,000 teu p.a. capacity to 1.8 million teu, with \$350 million investment, although no timescale has been announced. So, Panama's Pacific coast has the potential for as much as 12 million teu p.a. of container port capacity. Will it all be needed? Panama is already established as the largest hub point in the Central America/Caribbean region, with an estimated 5.7 million teu of transshipment handled in the country's ports in 2014. Overall volumes have grown by an average of 12% per annum since 2003, but Panama's Pacific coast transshipment traffic has outstripped the Atlantic side, growing by nearly 20% per annum in the same period, reaching an estimated 3.1 million teu in 2014 The Panama Canal Authority expects its Pacific coast container port volumes to reach 6 million teu after the expanded canal is opened in 2016, a massive 75% increase on estimated 2014 throughput levels (gateway and transshipment). The timescale for this anticipated increase in demand is not clear though. Larger ships transiting the Panama Canal will seek to make more use of transshipment options, both for hub and spoke and relay/interlining. Growth in transshipment activity both in Panama and the wider Central America/Caribbean region seems certain therefore. Drewry expects there to be a double digit jump in Panama transshipment activity as a result of the opening of the expanded canal in 2016, and thereafter growth of around 5% p.a. On this basis, Panama Pacific coast throughput of 6 million teu would be reached by around 2024. The expanded Hutchison and PSA terminals could in theory accommodate 6 million teu of traffic, but adding in Phase 1 of Corozal would give a more comfortable 8.2 million teu of capacity versus 6 million teu of demand. Whether the existing terminal operators will be able to bid for the Corozal concession is not yet clear though. For the ports on the Pacific coast of Panama, the level of transshipment activity will be driven by the underlying levels of growth in Latin America in particular (along with any changes in liner shipping network patterns). For this sector of the market, other Pacific coast hub ports such as Manzanillo and Lazaro Cardenas (Mexico) and Callao (Peru) will also be vying for a share of the growing market. There is also wild card in the pack as well – the potential Nicaragua Canal which, if built, would inevitably impact on both Panama Canal vessel transits and regional container transshipment activity. The project envisages the construction of two deep water ports, one at each end of the canal – Punta Aguila on the Atlantic side with an intended capacity of 2.6 million teu p.a. and Brito on the Pacific coast, with a capacity of 2 million teu p.a. – and these would surely have transshipment business in their sights. The maximum size of container ship able to transit the Nicaragua Canal would likely be around 20,000 teu, significantly higher than the 13-14,000 teu New Panamax size. The project though remains speculative in the eyes of many observers (despite the recent news that construction work has already commenced), not least because of its \$50 billion+ price tag.

Our View

Expansion of the Panama Canal will trigger growth in regional transshipment activity and Pacific coast ports should be beneficiaries. The timing and phasing of the new Corozal terminal project will need to be carefully judged though – and a close eye will have to be kept on Nicaragua. Source: Drewry Maritime Research (www.drewry.co.uk)



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NAVY NEWS

Stealth tech no given in Japanese sub deal

Retired Vice Admiral Masao Kobayashi commanded Japan's submarine fleet from 2007 to 2009. In a recent interview in Tokyo with The Japan Times, when asked to explain one of the country's most tightly guarded military secrets, he seemed reflective. Kobayashi pointed to the ceiling lights in the quiet interview room and said: "Take those fluorescent lights, for example. Any fluorescent light generates sound." Other than our voices, there were no other sounds in the room. "Fluorescent lights generate extremely small vibrations. We take anti-vibration measures for every single light in a submarine," he said. Japan's engineers have painstakingly worked to minimize the vibrations given off by the multitude of components in submarines to prevent even those undetectable by the human ear from being picked up by the super-sensitive sonars of enemy subs and sonobuoys from anti-submarine aircraft, Kobayashi said.

Noisy components include fans, pumps, motors and fluorescent lights. Some are carefully muted with vibration-damping rubber, he said. "The quiet submarines we have today are the result of numerous long, patient efforts," Kobayashi said. The Maritime Self-Defense Force's submarines are not nuclear-powered but have a reputation for being ultra-quiet. Now Australia, seeking to build a new fleet of large, long-range submarines, seems keen on acquiring Japan's latest Soryu-class subs, or at least their technology. If the deal goes through, the top-secret submarines will become the first major pieces of military hardware Japan has authorized for export since the administration of Prime Minister Shinzo Abe lifted the decades-long blanket ban on arms sales last year. Vice Adm. Robert Thomas, commander of the U.S. Navy's 7th Fleet, reportedly said Oct. 24 in Tokyo that then-Australian Defense Minister David Johnston was very interested in Japan's Soryu-class subs. "I talked to him about it four years ago and I said: 'You want to find the finest diesel-electric submarine made on the planet — it's made at Kobe works in Japan,' Thomas was quoted as saying by Bloomberg News. The U.S., which has close but separate security pacts with Japan and Australia, probably wants Australia to buy Japanese submarines because it would greatly strengthen their strategic military ties, Kobayashi said. Deeper Japan-Australia military cooperation would help ease the heavy burden on the U.S. fleet, which is busy decommissioning many of the nuclear-powered attack submarines it built during the Cold War, he said. "The U.S. rapidly built many Los Angeles-class nuclear submarines during the Cold War. Many of them are being decommissioned now," Kobayashi said.

"I think the U.S. wants to create a strategic triangle of Japan, Australia and the United States. That's probably a factor behind" the apparent U.S. nod to Australia's proposal to Japan, he added. Japanese defense officials are thought to be pleased for the same reason Washington is. They want to deepen strategic military ties with Australia. "Australia would make a good partner for cooperation. There are no major diplomatic problems between the two countries other than whaling," a senior Defense Ministry official said on condition anonymity. Australia opposes Japan's annual whaling expeditions. Japan has just started receiving the submarine specifications sought by Australia but has yet to decide which secrets to share, two senior defense officials said.

Japan soon plans to use lithium-ion batteries to drive the motors in its latest Soryu sub, making them even quieter. Australia is believed to be interested in this advance, the officials said. But advanced lithium-ion batteries are one of Japan's top military secrets, one warned.

"(Exporting) them would be a rather sensitive issue. We'd need to study if it's really appropriate for an outside party (to have that technology)," the Defense Ministry official said. In Australia meanwhile, opposition lawmakers and trade unions are strongly opposed to procuring Japanese submarines because it could considerably undermine the domestic defense industry and reduce jobs in South Australia. Joint development might be an option, the two Japanese officials said, noting that nothing concrete has been officially proposed. Teruhiko Fukushima, a professor at the National Defense Academy in Yokosuka, Kanagawa Prefecture, who is an expert on Australia, said Prime Minister Tony Abbott seems eager to procure the subs to bolster Canberra's military ties with Japan and the United States. "Abbott should be considering a Japan-U.S.-Australian alliance as a kind of insurance" against the recent rise of China's powerful military, Fukushima said. "The introduction of Soryu-class submarines would be a plus to strengthen that alliance," he added.

"If the Abbott administration survives the next election and wins a second term, there will be a greater chance that Soryu-class submarines will be introduced in Australia," he said. Last June, Australia and Japan conducted "two-plus-two" talks between their foreign and defense ministers.

In the joint statement that followed, Australia expressed "strong opposition to the use of force or coercion to unilaterally alter the status quo in the East China Sea and the South China Sea," an apparent warning to China to not aggressively press its territorial claims in those areas, which include the Japan-controlled Senkaku Islands, which China and Taiwan also claim. China calls the uninhabited islets Diaoyu and Taiwan calls them Tiaoyutai. Fukushima also said that on Nov. 26, 2013, only three days after Beijing declared the establishment of an air defense identification zone over the East China Sea that included the Senkakus, the Abbott administration summoned the Chinese ambassador in Canberra to express its concerns after the ADIZ drew strong protests from Tokyo and Washington. "There is no doubt Abbott puts great emphasis on the relationship shared by Japan, the U.S. and Australia," Fukushima said.

But he also noted that China is Australia's No. 1 trade partner and that the public would never approve of political actions that could seriously damage those economic ties. "The best way for Abbott is to strengthen the Japan-U.S.-Australian relationship while maintaining good economic ties with China at the same time. Australia would never turn its back on the Chinese market," he said. **Source : japantimes**

UK sends warship to Falklands as Argentina lease supersonic bombers from Russia

ONE of Britain's newest and most powerful warships was last night heading towards the Falklands to strengthen the islands' air defences.

Navy chiefs have sent **HMS DRAGON** a Type 45 destroyer, to the South Atlantic after a deployment in Chile. Last night naval sources said the move was part of the MoD's effort to speed up the "operational drumbeat" by which the Navy keeps guard over the Falklands. With Argentina attempting to lease 12 supersonic bombers from Russia, the MoD is also to install a new £200million air defence missile system in the islands.

This will replace the ageing Rapier missile batteries which were used against the Argentine air force in the 1982 Falklands War. However, it will take at least five years before the new system completes development trials and combat evaluations, leaving commanders with a capability gap during the remaining eight months of Argentine president Cristina de Kirchner's term in office. Ms de Kirchner, who has repeatedly demanded sovereignty over the islands, has been negotiating with Russia's President Putin to lease 12 long-range SU-24 supersonic, all-weather attack bombers.

Such a deal would significantly enhance Argentina's air force. Whitehall expects Argentina's interest in the islands to wane in response to the drop in oil prices but activists in the South American country remain committed to their campaign to claim the Falklands as their own. The issue of the islands was "firmly off the table" during David Cameron's otherwise successful two days of talks in Washington with President Barack Obama. In 2013 the US joined a declaration by the Organisation of American States calling for negotiations between the UK and Argentina over the sovereignty of the Falklands. **Source : express**

Russia makes further submarine offer

After failing to secure a contract for the procurement of new submarines several years ago, the Russian government has again approached the Indonesian government to offer Kilo Class Type 636 submarines to bolster the country's maritime defense system. Defense Ministry spokesperson Col. Djundan said that on Thursday Russian ambassador MY Galuzin had met with Defense Minister Ryamizard Ryacudu to discuss military and defense partnerships between the two countries.

"Russia is ready to provide several important weapons systems, including the Type 636 submarine, Su-35 Sukhoi jet fighters and MI-17 helicopters," Djundan told The Jakarta Post on Friday, adding that Russia was also ready to hand over the technology. He declined, however, to say whether the offers had been accepted, saying the ministry was still working to find the best new weapons systems for the country.

Submarines are known to be effective war machines that can act as a deterrent because of their capacity for stealth. The Russian 636 type submarines are mainly intended for anti-ship and anti-submarine operations in shallow waters. The type is also resilient to weather conditions. Countries that operate this class of submarines include Algeria, China, India, Romania and Vietnam. Indonesia has a long history of operating submarines from the former Soviet Union. In 1967, it acquired 12 Whiskey Class submarines from the superpower. "Indonesia has had a military partnership with Russia since the administration of the previous Russian president. I hope the military partnership will thrive in the future," Ryamizard said during the meeting. In 2009, Russia and South Korea competed to secure a contract for submarines for the Indonesian Navy, with South Korea eventually winning.

Indonesia signed a contract in 2011 with Daewoo Shipbuilding and Marine Engineering (DSME) from South Korea to build three Chang Bogo-class submarines worth some US\$1.07 billion. Two are to be built in Korea while the third will be built at PT PAL's facilities in Surabaya as part of a transfer of technology scheme. In 2013, Indonesia held talks with Russia to procure a number of Kilo-class submarines, under the leadership of then defense minister Purnomo Yusgiantoro. Purnomo held talks with Galuzin to discuss the procurement of the submarines, but no deal was struck.

The Navy currently operates two German-made submarines, **KRI CAKRA (401)** and **KRI NENGALA (402)**, which were built in the 1980s. The submarines will be decommissioned in 2020. "Indonesia needs at least 12 submarines to control its territory," then Navy chief of staff Adm. Marsetio said in December. In the meeting with the Russian

ambassador, Ryamizard also expressed his interest in procuring amphibious aircraft. The defense minister said that such aircraft would be very important for conducting surveillance operations in the country's maritime territory. "The aircraft can be used for policing illegal fishing and evacuations at sea," he said.

It was reported earlier that President Joko "Jokowi" Widodo and Russian President Vladimir Putin had met during the APEC meeting last year, and that the pair had agreed to resume their partnership in defense and military technology.

President Jokowi also met the director general of Russian arms agency Rosoboronexport and the Russian ambassador on Dec. 8. During the meeting, the President confirmed that Indonesia was interested in partnering with Russia on military technology. **Source : Jakarta post**

SHIPYARD NEWS

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The **DAMEN** Gorinchem built **JOLLY GRAY** left the builders for her first dancing lessons offshore

Photo : Kees Torn ©

China's shipyards brace for leaner times as oil slump sours rig building spree

For China's shipyards, the oil rig market that was supposed to be a blessing is in danger of becoming a curse. As crude prices slide, oil producers are slashing new project spending. With a near 40 percent slice of a global market worth tens of billions of dollars, Chinese rig builders that offered juicy financing terms and discounts to leapfrog Asian rivals in recent years are now the most exposed to a slowdown. Diversifying to pull out of a downturn in traditional shipbuilding, China's state and privately owned yards have lured orders away from regional peers, building scores of rigs for downpayments of as little as 1 percent. Many haven't yet been chartered by oil explorers, industry watchers say. Some in the industry fear that rig builders are now heading towards a slowdown, possibly with cancellations and price cuts, that could persist longer than the oil market's slump. Even if oil prices recover enough to stoke exploration, an inventory of ready-made rigs will be on hand, delaying new construction. "Future cancellations will depend on the

market going forward and unfortunately we are looking at a real risk for yards in this respect," said Joachim Skorge, regional head of investment banking in Asia for DNB Market. Chinese yards are scheduled to supply 37 new 'jackup' rigs - used in shallow-water exploration - this year, according to Nomura research, none of which has contracted customers to date. The most widely used drilling platforms, a jackup rig typically carries a price tag of around \$200 million. "We're having a big headache because there are no orders," said an official at a large state-backed Chinese shipyard, speaking condition of anonymity. He cited a lack of rig order enquiries for the year 2016 and beyond.

Earlier this month, COSCO Corp, one of China's biggest shipyards, said it has decided to terminate building an offshore platform known as Octabuoy after failing to find buyers. China became the world's biggest offshore drilling rig builder after rapid expansion led by the likes of state-backed yards China Merchants Heavy Industry, Dalian Shipbuilding, a unit of China Shipbuilding Industry Corp, and Shanghai Waigaoqiao, a subsidiary of China CSSC Holdings Ltd. All three yards declined to comment for this story. But their jackup rig market share gains from traditional powerhouses in Singapore came at a financial cost.

"The Chinese yards are the main culprit (of speculative rig buildup)...Even if crude oil prices are to recover as expected, we expect new-build jackup rig orders to be subdued in 2015" with considerable inventory of already made rigs available, Nomura analyst Wee Lee Chong said in a report earlier this month.

China Merchants Heavy Industry has the largest number of orders at 14, followed by Dalian Shipbuilding and Shanghai Waigaoqiao, according to data from shipping consultancy Drewry. By comparison, less than 5 percent of orders at Singapore yards Keppel and Sembcorp Marine are by speculative buyers, according to Oversea-Chinese Banking Corporation. Sembcorp Marine and Keppel declined to comment. Except for a single order won by Daewoo Shipbuilding & Marine Engineering in 2013, South Korean shipyards make very few jackup rigs, leaving the business for its Chinese and Singaporean rivals. Companies like Samsung Heavy have concentrated on deepwater drillships instead. Even without competition from South Korea, prospects look bleak in the jackup rig trade. "Some yards might have to drop their prices by 5-10 percent in order to attract potential buyers in the current market climate," said Lianghai Xia, a Shanghai-based shipbroker at RS Platou. Source : Reuters (Additional reporting by SHANGHAI Newsroom and Joyce Lee in SEOUL; Editing by Kenneth Maxwell)

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Piriou Shipyard preparing the launch of 77 Metre Yersin

By Maarten Jansen



The **Piriou Shipyard** in France is preparing the launch of the 77 metre vessel **YERSIN**. **YERSIN** has been specifically designed to navigate in any conditions, including ice exploration. She has been conceived as a tool for

achieving the A.S.E project, denoting Adventure - Science - Education, and is designed to take up to 20 passengers. **YERSIN** has a range of 12,000 nautical miles and can go for 50 days without having to take on supplies. Among her many innovative features is her ability to accommodate a seaplane. The yacht is scheduled for a delivery in May.
Source : superyachttimes




COSCO SHIPPING Dwt 51,069 Bulk Carrier **KANG FU**, under afloat repairs in cargo crane's jib in the port of Málaga.
Photo : Enrique Pérez CERNAVAL GROUP ©

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Shanghai Widens Lead Over Singapore as Busiest Box Port

Shanghai retained its title as the world's busiest container port for a fifth consecutive year after widening the gap with its closest rival Singapore. Singapore handled 33.9 million 20-foot containers last year, according to a statement posted on the Maritime & Port Authority of Singapore's website dated Jan. 16. Last month, Shanghai said it expects to process about 35.2 million boxes in 2014. A year before, the gap between the two ports was about 1 million boxes.

Shanghai, Shenzhen and other ports in China are dominating the global container-shipping market while the facility in Ningbo overtook South Korea's Busan last year as the world's fifth-busiest harbor. Seven of the world's 10 top container ports were in China in 2013, with Hong Kong coming in at fourth. Shipping companies are adding larger container ships to meet demand as economic growth helped consumers to spend more money on clothes and food. Global trade last year probably grew 3.8 percent, according to the International Monetary Fund.

Global containerized trade reached 124 million boxes in the first 11 months of 2014, an increase of 4.3 percent from 118.9 million a year ago, according to Container Trade Statistics Ltd. Geneva-based Mediterranean Shipping Co., the world's second-largest container shipping company, currently operates the biggest vessel that can carry 19,224 boxes between Asia and Europe. Last year, China Shipping Container Lines Co. launched a ship that could carry about 19,100 containers. Source : Bloomberg



Latest addition to the fleet of [Sima Charters](#) is the **SC SUPPORT** above seen at [Shipyard De Haas Maassluis](#) nearly ready for tender services. Photo : [Cees Kloppenburg](#) - www.photomaassluis.com ©

Throughput stable at Contship Italia's Italian terminals

Italian terminal operator Contship Italia has released details of the throughput at its terminals in 2014.

Total throughput at its five Italian terminals in 2014 was 5.17m teu, almost exactly the same as last year. At La Spezia Container Terminal, throughput rose by 7% and at Salerno Container Terminal it rose by 21%. On the other hand, at its biggest terminal, the Medcenter Container Terminal (MCT) at Gioia Tauro in Southern Italy, throughput fell by 4%, at Terminal Container Ravenna it fell by 4% and at Cagliari International Container Terminal it stayed the same.

In a statement, the company attributed the "modest contraction" at Gioia Tauro to: "Systems changes in the summer period and the temporary shutdown of commercial operations in order to handle a U.N. managed operation." In March, 60 containers filled with dangerous chemicals from Syria that can be used to make chemical weapons, were shipped to Gioia Tauro to be transferred to an American ship and destroyed. At La Spezia, the company's statement said: "The complete acquisition of the remaining Speter shareholding in May 2014 added volume to an already existing growth trend." Ravenna's "slightly lacklustre performance" was attributed by the company to a constraint in water depth and quay access which the Port Authority has committed to solving in 2015. It was noted that there was strong growth in the final months of 2014. Salerno, a small container terminal near Naples, enjoyed its second year of double digit growth. Throughput at the container terminal of Eurogate Tanger in the Moroccan port of Tanger Med increased by 34% this year, its best ever result. Eurogate Tanger is one of Tanger Med's two terminals, along with APM Terminals Tangier, and is a joint venture between Eurogate/Contship Italia, CMA CGM and MSC. Throughput at the port as a whole increased by 40% in 2013, making it the 55th biggest port in the world in that year. The port has only been operating for six years and is primarily a transshipment port, located in the Straits of Gibraltar. **Source: Container Mag**

Dredging of Takoradi Port to be completed by March

Captain James Owusu-Koranteng, Director of the Takoradi Port, has said the dredging of the port would be completed in two months to pave the way for other works to begin. Doing the crown wall and filling, he said, were part of the works that would follow in the process of expanding the port, which was aimed at opening the doors of the port to bigger cargoes, thus fostering national economic growth. Capt. Owusu-Koranteng told journalists at a media briefing in

Takoradi that the dredger, **NICOLO MACHIAVELLI**, arrived in Ghana on January 2 and started work on January 7. He said while 80,000 cubic meters of work had been carried out, the total cost of the expansion project was estimated at 197 million Euros. The project includes the construction of oil services terminal, reclamation of a land area of 53,000 hectares, dredging of an access channel, and construction of a bulk terminal. The Director said the surrounding communities had been engaged on safety and security issues concerning the project. He said the expansion of the port was necessary as the new generation of ships were much bigger with some as wide as 14 metres to 16 metres and could lift up to 80,000 tonnes of goods. Messrs **Jan-de-Nul**, a construction firm from Belgium, are the contractors on the dredging works. Source : [ghanaweb](#)



Nice drone picture of the **HRD platform project** where the topside was successfully installed by float-over method on 15-January by the **FJELL** photo : [via Koen Brouwers](#)

Port of New Orleans sets cruise passenger record

Port of New Orleans cruise terminals handled a record amount of passengers in 2014

"We turned a million passengers this past year, 2014...a little over a million," says Port President and CEO, Gary LaGrange. "And, of course, that really puts you in the big leagues." It's the first time in history the port has handled that number of passengers.

Over the 12 months, embarkations and disembarkations totaled 1,014,325...an increase of more than 2.6 percent over 2013 and a fourth straight record year for the port. "This is a great milestone," said LaGrange. "The total represents a 180 percent increase in cruise passengers since 2001, the year the port began in earnest marketing itself as a premier cruise destination." LaGrange thought the port might hit the million passenger mark sooner.

"We actually were hoping to do it in 2006. And, you know what happened the year before 2006...Katrina. It was a good 18 to 24 months before the perception of what had happened in New Orleans, from a tourism standpoint, was able to be turned around." "We've been working on building the cruise ship industry back up to what it was in 2004 ever since then," LaGrange says. "We came really close the last four years but didn't quite get over the hump. This year we did it."

Cruise Lines International Association now ranks New Orleans the sixth-largest cruise port in the United States and tenth-largest in the world, with direct industry expenditures in Louisiana totaling \$406 million, supporting 8,129 jobs and accounting for \$323 million in total income. "80 percent of all our cruise passengers are from out of state and they spend two-and-a-half nights," says LaGrange. "The average cruise passenger's direct spending at most other ports around the world is 95 dollars a day...in New Orleans they spend 332 dollars a day."

Port of New Orleans studies determined that passengers and shipboard crew spend about \$75 million in New Orleans.

Port cruise terminals currently host four home-ported cruise ships."Certainly having the Carnival 'Dream', Carnival's largest cruise ship in their fleet, worldwide, here also contributed," says LaGrange. "That was about 800 additional passengers per week."New Orleans also offers a wide array of coastal and River cruises throughout the year. American Cruise Lines sails its sternwheeler Queen of the Mississippi and American Queen Steamboat Co. sails the American Queen from New Orleans. Blount Small Ship Adventures sails inland itineraries aboard the Grand Caribe and Travel Dynamics International sails its Yorktown coastal ship from the Port. Cruise Critic, a leading cruise reviews and information web site, named the Port of New Orleans it's "Best North American Homeport" as part of its 2014 U.S. Editors' Picks. Porthole Cruise Magazine also named the Port of New Orleans "Friendliest Homeport" for the second year in a row in its 2014 Editor-In-Chief Awards. **Source : wwl**

Tribunal Considers Laytime and Demurrage Issues Concerning Part Cargoes

A vessel was chartered on an amended Gencon 94 form, for a part cargo of petcoke. A completion cargo of wheat was also arranged. The petcoke cargo was loaded first, however its receivers had not negotiated a provision that it be discharged first. The wheat cargo was carried on a "last in, first out" basis. Both cargoes were to be discharged at Djibouti. The charter was a berth charter, but allowed NOR to be tendered on arrival if the intended berth was occupied. When the vessel arrived at Djibouti, both the petcoke and wheat berths were occupied. NOR was tendered for the petcoke cargo on arrival. Although the tribunal was not told that NOR had been tendered for the wheat cargo at the same time, correspondence stated that the "vsl tendered general nor for both cgoes".

Two days after arrival, the vessel shifted to the petcoke berth, however the Master refused to allow discharge. The vessel then shifted back to anchorage, correspondence stating that "owners decided to discharge wheat cargo first". The vessel waited at anchorage for the wheat berth to become free. After the wheat cargo was discharged, a second NOR for the petcoke cargo was tendered. The vessel then remained in the wheat berth for several days, with the initial intention being that she would shift directly to the petcoke berth. When that proved not to be possible, the vessel shifted back to the anchorage. Discharge of the petcoke cargo was eventually completed 81 days after the vessel had arrived at Djibouti.

Owners' demurrage claim and Tribunal's findings

Owners brought a claim for demurrage. The Tribunal considered two issues:

1. Was laytime in respect of the petcoke cargo triggered by the first NOR but then suspended (as Charterers contended), or was it triggered by the second NOR after the wheat cargo had been discharged (as Owners contended)?
2. If the former, did laytime resume following completion of discharge of the wheat cargo (as Owners contended), or when the vessel returned to the petcoke berth (as Charterers contended)?

The Tribunal held that the commencement of laytime was triggered by the first notice. Here they referred to the statement in *The Tres Flores* [1973] 2 Lloyd's Rep 247 that "a ship in order to be ready and thus be entitled to give valid notice of readiness must be ready to obey the charterer's order whenever they are given". The "readiness" referred to was the physical and legal readiness of the vessel. There was no dispute here about the vessel's physical readiness. As to legal readiness, when the first NOR was tendered, all her papers were in order, there was no infection, and no permits or consents were not in place or required, so there was no legal impediment to commencement of discharge. The fact that Owners would have been in breach of charter relating to the wheat cargo did not mean that the vessel was not legally ready in respect of the petcoke cargo.

Laytime was suspended during shifting (as per the charter terms), and did not resume when the vessel first berthed at the petcoke berth because the Master refused to commence discharge. This amounted to "fault" on the part of Owners, delay caused by which does not count as laytime or demurrage.

The next question was: when did this period of fault end? The delay and the cause of the delay (i.e. the fault) had to be contemporaneous. When the fault ceased, either laytime or time on demurrage resumed. For laytime or demurrage to run, the vessel had to be continuously available for cargo operations (see *The Stolt Spur* [2002] 1 Lloyd's Rep 786). In the absence of some other clause excluding time, therefore, the loss of time was confined to the period when the vessel was not so available. The Tribunal was satisfied that the vessel was at the immediate disposal of the charterers after discharging the wheat cargo, even if she did remain at the wheat berth.

On that basis, Owners were entitled to demurrage from the time when discharge of the wheat cargo was completed.

Comment

This case considered some of the core laytime and demurrage issues, including when laytime commences and in what circumstances and for how long laytime and/or time on demurrage are suspended. Difficulty was caused in this case because the vessel carried two cargoes under separate contractual arrangements. The Tribunal's findings make clear that, in such cases, each contract will be considered individually and on its own terms.

Source: Reed Smith

AUSTRALIA: MURRAY RIVER AT RISK OF CLOSURE DESPITE DREDGING

News sources in Australia report that despite years of negotiation and billions of dollars spent on the Murray-Darling Basin Plan, the mouth of the River Murray remains at risk of closing. The mouth of the river has not closed for 30 years and if it did, it would stop water being exchanged between the Coorong and the ocean, which could devastate the fragile ecosystem. Dredging started earlier this month to keep the mouth open. Announcing that move, South Australian Senator Simon Birmingham said the plan had delivered more water and “deferred” the need to dredge but that without enough rain the water flows had slowed and sand was building up in the mouth. It is the first time the mouth has required dredging since 2010. Sources say a report from the Environment Department has warned that there is a risk dredging could fail to keep the mouth open if there is too much sand, a big storm, or a mechanical breakdown. Source : dredging News online

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

.... PHOTO OF THE DAY



The **SEABOURN QUEST** in Antarctica
Photo : Krasimir Radev - Staff Captain "Seabourn Quest" ©

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