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Ffvp NORDNES loading rock material alongside Yeoman Halsvik quarry in Slovag
Photo : Bert de Ruiter (c)

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The 2002 built **LADY NOLA** spotted off Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Ship Rates Slump for Eighth Day as Australia Storms Cut Charters

The Baltic Dry Index, a measure of commodity freight costs, slumped for an eighth day as storms curbed charters from Australian ports, where 24 percent of the biggest ships in the fleet are booked to load.

The index slid 0.9 percent to 760, the lowest since Jan. 11, as hire costs declined for all four vessel sizes measured by the gauge, according to data from the Baltic Exchange, a London-based assessor of freight costs.

Coal miners including Rio Tinto Group and Xstrata Plc (XTA) declared force majeure on sales contracts after floods affected mines and rail links in Central Queensland to ports on the east coast of Australia, the world's second-largest

exporter of the commodity. Fewer coal shipments from the country are limiting single-voyage vessel bookings and curbing rates, according to [ICAP Shipping International Ltd.](#), a London-based shipbroker.

"The on-going oversupply of tonnage made it tougher for owners to try and drive rates up as there was no shortage of suitable spot vessels," ICAP said in a report sent by e-mail late yesterday.

Of 3,363 reported bookings in 2012 for Panamax and Capesize vessels, the two largest ship sizes, 794 were for voyages loading from Australian ports, according to data compiled by Bloomberg from Clarkson Plc (CKN), the largest shipbroker. Not all charters are reported to the market.

Rates for Panamax ships, the largest to transit the Panama Canal, declined 1.8 percent to \$5,365, the lowest since Jan. 7, according to the exchange. The January average hire cost of \$5,365 for the ships, which comprise about 25 percent of the global bulk carrier fleet's capacity, is the second-lowest in three years, exchange data compiled by Bloomberg show.

Rates for Capesize ships, the largest used to carry iron ore and coal, declined to \$7,468 daily, while Supramax vessels, which carry about 50,000 metric tons of minerals and grains, declined 0.5 percent to \$7,155. Handysizes, the smallest, were 1.3 percent lower at \$6,802 a day. **Source: Bloomberg**



BAM International's [ROTTUM](#) and [MARKEN](#) stored ashore at the new [WWE/ TAT HONG yard](#) in Batam

Photo : nomer M ©

Oil-Tanker Hire Costs Advance as Asia-Bound Charters Continue

Hire costs for the largest oil tankers rose for a second session as more ships were booked to haul cargoes of Middle East crude to Asia, the industry's busiest trade route.

Charter rates for very large crude carriers on the benchmark Saudi Arabia-to-Japan voyage increased 0.5 percent to 31.23 industry-standard Worldscale points, figures from the London-based Baltic Exchange showed. That was only the second gain since Jan. 11. Four VLCCs were hired, according to figures from Marex Spectron Group.

Charters were sufficient to buoy hire rates for VLCCs, even as the supply of tankers available in the Middle East over the next 30 days widened by three ships to 101, Marex Spectron said today. A dearth of cargoes curbed bookings over the last two weeks, weighing on hire rates, according to the consulting unit of Oslo-based shipping-services and investment-banking company Astrup Fearnley.

There is a "huge surplus of tonnage created by fewer cargoes recorded overall so far for February dates," Fearnley Consultants said in a report.

Daily losses for VLCCs on the benchmark voyage widened to \$5,199 from \$5,189 yesterday, exchange data showed. The ships, each able to hold 2 million barrels of crude, earned money in only four sessions in the third quarter on the journey.

Slow-Steaming

The exchange's assessments fail to account for owners' efforts to improve returns by securing cargoes for a voyage's return leg or reducing speed to burn less fuel, known as slow-steaming. The price of fuel, or bunkers, the industry's main expense, increased 1.6 percent, the most in six months, to \$638.01 a metric ton, figures compiled by Bloomberg from 25 ports showed.

The combined carrying capacity of the world VLCC fleet will expand 5.3 percent this year, below demand growth of 5.9 percent, according to Clarkson Plc, the biggest shipbroker. The Worldscales system is a method for pricing oil cargoes on thousands of trade routes. Each individual voyage's flat rate, expressed in dollars a ton, is set once a year. Today's level means hire costs on the benchmark route are 31.23 percent of the nominal Worldscales rate for that voyage. The Baltic Dirty Tanker Index, a broader measure of oil-shipping costs that includes vessels smaller than VLCCs, was unchanged at 636, according to the exchange. **Source: Bloomberg**



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The **IVS KANDA** at the river Seine – **photo : Fabien Montreuil ©**

Ship-breaker arrested for labourer's death

Former Bhavnagar mayor and ship-breaker Jayant Vanani alias Budha Patel of **Shantamani Enterprises** was arrested along with manager Dharmesh Bhatt by Bhavnagar police on Tuesday in connection with the death of a labourer at Alang ship-breaking yard on January 11. However, they were later released on bail. Sources said that on January 11 three labourers working at plot number 27 owned by Budha Patel were injured when an iron plate fell on them. The injured persons were identified as Laluram Chauhan, Parmanand Rajpar and Rampratap Paswan. They were rushed to civil hospital in Bhavnagar, where Laluram Chauhan died. The police had booked Patel and Bhatt for negligence. Patel is a Congress leader from Bhavnagar.

Another labourer dies in Alang

Rajkot: A labourer identified as Bharat Gupta (32) of Maharajganj in Uttar Pradesh died on Tuesday when an iron rod fell on him while he was engaged in dismantling of a ship. He was employed at plot number 86. Ironically, the accident took place at a time when officials of Gujarat Maritime Board and other government departments were about to launch 108 emergency ambulance services in Alang. **Source :Times of India**



The tug **HUA AN** anchored off Singapore – **Photo : Jan Ove Mühlporte ©**

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Luxury cruise ship brings in tourists

TOURISTS visited the Sugar City as the MS **Columbus 2** docked at the Lautoka Port.

People from Europe came into town to do shopping as the cruise ship arrived here en route to Sydney. The cruise ship brought with it a staggering 565 passengers. Couple Reinhard and Sigrid Wagner said: "This is our first trip and it was very interesting. We will probably visit again in some years as Fiji is so far away from Germany."

Similarly, Sylvia Hartman and Stephan Deeds also from Germany admitted that their second and first trip to Fiji had been wonderful. "We love it, but we were supposed to go for a picnic but the weather was not good. Hopefully next

time, the weather will be nicer," the Deeds said. Captain of the MS **Columbus 2** Oliver Schultz said the trip started back in October last year. He said so far, they visited places like the Caribbean, America and the Mediterranean. Lautoka Chamber of Commerce and Industries administrator Mohammed Salim said lesser people had come into the city than expected. "Those that came into the city visited shops like Jack's and other retail shops. However, not many turned up as we might have expected," Mr Salim said. **Source : fjitimes.**



The 2011 built Dutch flag and owned general cargo ship **FLEVOGRACHT** entering Grand Harbour, Malta on Saturday 19th January, 2013 to discharge the **Gamma 20** mini superyacht **KEY TOV 2**.



Photo's Mr. Szabolcs Pocza - www.maltashipphotos.com (c)

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24 NIEUWE REGISTER LOODSEN VOOR ROTTERDAM



Na 11 maanden opleiding, vele examens en tentamens, 200+ prentreizen, vele (HCC-, sleepboot- en roeiers-)stage's zijn de 7 aspiranten van OTR 24 (Opleiding Tot Registerloods) beëdigd als zelfstandig registerloods in het Hulstkamp gebouw te Rotterdam. Dit zijn loodsen die alleen in



Rotterdam komen te varen. Sprekers onder andere [Herman Broers](#), [Eric van Dijk](#) en [Rene de Vries](#), havenmeester Rotterdam en een aantal instructeurs.

De beëdigde loodsen zijn: [Alex van Delden](#), [Edward Kilian](#), [Paul Langeveld](#), [Erik de Louwere](#), [Willem van der Pol](#), [Erik-Jan Veninga](#) en [Johan Visser](#). Photo's Marijn van Hoorn ©

Dockwise Vanguard started maiden trip

Following sea trials during the past few weeks, Dockwise now confirms the delivery of [Dockwise Vanguard](#). The vessel has left the yard of [Hyundai Heavy Industries \("HHI"\)](#) and started its maiden trip. [Dockwise Vanguard](#) will sail to the [Samsung Heavy Industries \("SHI"\)](#) yard in Korea to pick up the giant hull of the [Jack / St Malo](#) semi-submersible floating production facility for transportation to the US Gulf of Mexico.



Photo : Anne Mara Muijsson-Tideman ©

"We are pleased to see **Dockwise Vanguard** leave the yard following a delivery without a single LTI (Lost Time Incident), on schedule for its maiden trip for one of our key customers. As said before, we are confident that that the Vanguard will rapidly earn its place in the market and has the potential to create a new market of its own", comments **André Goedée**, Dockwise's CEO.



Vindeola Joins Global Diving & Salvage, Inc.

New Addition to the Gulf Coast Region

Global Diving & Salvage, Inc. announces the hiring of **Jose' Vindeola**, joining the Gulf Coast Region in the Business Development / Technical Support position. Mr. Vindeola will be essential in providing Global's current client base with high quality solutions and also stewarding expansion both nationally and abroad.

Ryan Smith, Gulf Coast Region General Manager, states "Jose's wealth of experience and industry knowledge has already made him a key addition to the Global family. We view his appointment as a sign of our commitment to being a leading maritime service provider. Jose' brings a diverse technical and business development background that will fit in well with Global. We are excited to have him part of the Gulf Coast team."

Jose' Vindeola has cultivated an extensive background within the Maritime Industry, with over 30 years of diving experience in both the Offshore and Inland sectors. He comes to **Global Diving & Salvage, Inc.** having spent several years in Project Management and Business Development roles.

CDC inspection reports show cruise workers breaking the rules when it comes to norovirus reporting

The Contact 5 Investigators discovered something alarming on board that's not often mentioned. Could cruise ship workers be putting you at risk?

NewsChannel 5 searched through hundreds of inspection reports for every cruise ship that comes in and out of U.S. ports and discovered it's not always passengers that are getting sick, it's also the people who serve you. Cruise ships are huge floating resorts that are ready to whisk passengers away from it all. But there's a flip side to that reality – getting sick. "I started feeling nausea and the diarrhea came in," said Jose Nasuti. He has been on more than two dozen cruises. "I really just feel it's the best bargain out there," said Nasuti. But he didn't bargain for what happened on his last adventure. "I lost eight pounds in four days... and literally you're going at both ends," he said.

Nasuti claimed he picked up the stomach bug at the tail end of his vacation on board the *Carnival Freedom* last year.

"I found out three of the six people I went on the cruise will all got sick, all had the same problems," he said.

Passengers can spread the norovirus, but who's watching out for the crew members?

Inspection reports for a different cruise over the last year on the *Carnival Freedom* show a butcher got sick on board back in June and didn't tell the on board doctor until the next day. Plus, they claim he continued working while having symptoms.

If you'd like to look up medical reporting problems for any ship, click [Here](#). "There's no excuse for that, once a guy's feeling sick he has to be quarantined," said Nasuti. It was a similar case for a waiter back in January. Reports show the worker was "given a warning."

Inspectors with the Centers for Disease Control say workers are required to report an illness right away. Plus, food workers are supposed to be isolated for at least two days, but that's not always happening. The Contact 5 Investigators checked on about 170 ships that come in and out of U.S. ports. Fifty nine of those ships had workers that didn't report the illness properly, according to inspection reports. There was a total of 130 workers from waiters, to bartenders, to workers who wash the dishes.

Inspection reports for the *Allure of the Seas* show a café attendant worked the day she was sick and "broke medical isolation" to go to the laundry room and to the ship's café.

On the *Freedom of the Seas*, a worker who cleans the ship had diarrhea and stomach cramps but didn't report it until 12 hours later and continued cleaning. The Centers for Disease Control is in charge of inspecting cruise ships at least once a year while they're docked at a port.

"If you have a food worker who's ill who's working with food, that's a common, really a classic way to transmit illness," said Captain Jaret Ames, Chief of CDC's Vessel Sanitation Program "It's absolutely wrong and it's absolutely a famous way to make people sick," said Captain Ames. The CDC can lower the ship's inspection score because of it but it's up to the cruise companies to discipline its own workers.

For more than a month, the Contact 5 Investigators tried calling, emailing and even showing up at the cruise line headquarters in Miami. No one was talking.

In a statement, Carnival said the company maintains a "zero tolerance policy" and that it has fired workers in the past for not reporting an illness.

"If you have nausea, vomiting, or diarrhea you should go to the medical facility as soon as possible," said Dr. Bradley Feuer.

Feuer is a doctor who has traveled on more than 150 cruises. He said, for the most part, cruise companies do a good job of policing their own workers. It's in their best interest to do so. "They will take disciplinary action for employees who don't report in a timely fashion," he said.

As for Nasuti, he said it won't stop him from cruising. "Are you kidding me? No way, I'm definitely going to go on cruises, I love it," he said. But it will change how he cruises. "I'm carrying my own hand sanitizer with me this time," he said.

In the past year, there have been 14 outbreaks of norovirus on board cruise ships. Almost 230 crew members have reported having the virus along with almost 2,400 passengers. [Source : wptv.com](#)



REDWISE DELIVERED 54 VESSELS DURING 2012

A number of 54 vessels were successfully delivered by **Redwise Maritime Services**, in 2012. The transports involved the delivery of a wide range of newly built vessels (30 in total) that made their maiden voyage from the yard to their new destination worldwide. The mobilization of existing tonnage – another 24 ships – completed Redwise track record for 2012. The total voyage distance covered 358.301 nautical miles. In the first month of 2013 6 vessels (3 new building tugs, 1 tug & tow and 2 new building dredgers) were mobilised and delivered under the management of **Redwise** and 7 vessels are on their way.

"CLARA B" + tow "PAR 10002"



The m/tug **"Clara B"** + tow **"Par 10002"** a barge with a length of 96.31 meters was successfully delivered from Sibul (Malaysia) via Cape of Good Hope to Nueva Palmira at the entrance of the Parana river. Here tug & tow were handed to their Paraguayan Owners, for the final inland passage into Paraguay.

"MEDIA LUNA"



The newly built **Uzmar** tug **"Media Luna"** was warmly welcomed at her arrival at Puerto Bolivar (Colombia). By entering the channel front the **"Media Luna"** was escorted by tugboats (from Cerrejon) with their FiFi water cannons in full action. On the quay are all smiling faces and everyone wanted a photo in front of the tug and have a look aboard.

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"GPC ROSARIO"

The new building tug **"GPC Rosario"** the second in a range of three new building tugs for GPC Tugs **SAS Cartagena** safely arrived at Cartagena Colombia January 13th after a delivery voyage with a distance of 9.511 nautical miles.

"KARBALA" & "DOHUK"

On January 10th the THSD Dredger **"Karbala"** as well as Grab Dredger **"Dohuk"** (newly built by the **IHC Merwede** yard) travelling in convoy for final part of the passage, safely arrived at their destination port after a secure and successful voyage from Kinderdijk (the Netherlands) via Suez Canal to Umm Qasr (Iraq). For the passage of the high risk areas off Somalia, the Gulf of Aden and the Arabian Sea, a Vessel Protection Detachment of the Royal Dutch Marines was arranged in consultation with clients and the Dutch Defence Ministry. Careful planning and close cooperation between parties involved resulted that this rather

comprehensive logistical operation was executed immaculately and could be concluded without any serious incidents to report.

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NAVY NEWS

U.S. nuclear-powered submarine arrives in S. Korea for joint drill



AN U.S. nuclear-powered submarine arrived in the southeastern port city of Jinhae for joint naval drills with South Korea, military officials said Friday, in a move seen as a warning to North Korea ahead of what may be an imminent nuclear test.

USS San Francisco (SSN-711), a 6,800-ton Los Angeles-class submarine, has been anchored at a naval base in Jinhae, 410

kilometers southeast of Seoul, since Thursday to prepare for joint drills slated for next week, the Joint Chiefs of Staff (JCS) said.

A 9,800-ton cruiser equipped with missiles and torpedoes as well as naval combat helicopters also arrived in the southern port city of Busan, on the same day, it said. The port call came as tensions rose on the Korean Peninsula after the North last month warned of a nuclear test in response to the U.N. Security Council's increased sanctions on Pyongyang for its December rocket launch.

A new nuclear test would mark the North's third since two previous tests in 2006 and 2009. The two U.S. ships and 10 Korean warships, including Aegis destroyers and battle ships, will carry out the joint exercises in the East Sea to test combat readiness between the two sides, the JCS said, though a specific date has not yet been confirmed.

In a visit to the naval base in Jinhae, JCS Chairman Jung Seung-jo said Thursday the North has nearly completed its preparations for a nuclear test at its Punggye-ri testing location, noting increased activity spotted by satellites near the nuclear site. "We are closely looking into whether (increased activity) is a manipulating tactic or preparations for a nuclear test indeed," Jung told reporters, during a tour of the submarine. "The North is ready to conduct an atomic test at any time if the leadership makes a decision." **Source : Yonhap**

USNS SACRAMENTO enroute breakers



The tug **'ELSBETH III'** just passed the Panama Canal at Cristobal, outbound towing the 1964 built 242 mtr long **AOR 1 USNS SACRAMENTO** bound for Brownsville, TX to be scrapped. ETA 12 febr'13

Photo's ; Capt. Joren Meijer - master- Union Sovereign (c)

SHIPYARD NEWS



Unnamed dhow under repair at Damen's **Albwardy Shipyard** in Dubai.

Photo : Chris van den Boogaard ©

China offers Type 054 to meet Thai frigate requirement

China has offered Thailand its **Type 054-class Jiangkai** frigate to meet a requirement to procure multipurpose frigates for the Royal Thai Navy (RTN), thus potentially putting Beijing and Washington head to head in a large-scale international procurement programme.

Sources have confirmed to IHS Jane's that preliminary discussions between Thailand and China have commenced over the potential deal, in which China has said it is prepared to sell to the RTN three Type 054-class vessels at a cost that will meet the programme's budget of USD1 billion.

While the RTN is said to favour a purchase of a US, European, or South Korean platform, the potential deal to procure from China is being led by the government, which views the Type 054-class as a cost-effective alternative to Western vessels. Additionally, logistical arrangements would favour China given that Thailand already operates a number of Chinese naval platforms.



The type 54 frigate **570 HUANGSHAN**

Lockheed Martin of the US has already confirmed that it is considering offering its Littoral Combat Ship (LCS) as a solution. A deal to procure the Type 054-class vessel would include technology transfer to enable maintenance, repair, and overhaul and to locally produce unspecified components under licence from Type 054-class designer and constructor Hudong-Zhonghua Shipbuilding. **Source : IHS Janes**



Some pictures of the in 2009 decommissioned **Kitty Hawk's Captain's Gig**, here seen on Pier 39 in Galveston, TX, USA, February 1st 2013. It is sold via eBay and it looks like it is going to be dispatched to Europe.



This Trawler is a Captain's or Officers Taxi, lovingly called the **Captain's Gig (CG)** by sailors. This CG came from the supercarrier **USS Kitty Hawk (CV-63)**, formerly CVA-63, was the second naval ship named after **Kitty Hawk**, North Carolina, the site of the Wright brothers' first powered airplane flight. Kitty Hawk (or "Battle Cat", as she is affectionately known to sailors) was both the first and last active ship of her class, and the last conventionally-fuelled aircraft carrier in service with the US Navy. **Photo : Ernest Timmerman ©**



Samsung Heavy Industries and Hanjin Shipping to build smart green ships

Samsung Heavy Industries and **Hanjin Shipping** sign joint research agreement for application of VPS. System to be applied to 4,600 TEU-class container ships, reducing fuel consumption by up to 15%, according to media release. Combining green technology and an advanced navigation system as a breakthrough to overcome the economic slowdown. A 'model case' of cooperation between a shipbuilding company and a shipper in the domestic market.

IMO is tightening environmental regulations, including the application of guidelines for building high-efficiency ships and efficient ship operations to regulate CO2 emissions of ships, while the long-term economic slowdown and fuel price hikes are affecting the shipping industry. In this business environment, it has become critical for shippers to ensure efficient operations and reduce operating costs. With the aim of addressing these concerns, Samsung Heavy Industries and **Hanjin Shipping** are gearing up to pursue the joint R&D of an integrated energy management system that will systematically manage and analyze the energy consumption of ships, to reduce fuel consumption by up to 15%. By combining the technological excellence of **Samsung Heavy Industries** and the ship and fleet management expertise of Hanjin Shipping, the companies hope that the project can be a win-win partnership that enables both to overcome the economic slowdown. Executive Vice President Seung-Myeon Hwangbo of the Marine Research Institute of **Samsung Heavy Industries** and Vice President Jae-Sun Jeong of the Marine Affairs Group of **Hanjin Shipping** signed an agreement to perform joint research on ship energy efficiency management and fleet management on

December 17 (Thu), 2012. Over 20 representatives from both companies were in attendance at the signing ceremony, which was held at the Geoje Shipyard of Samsung Heavy Industries. VPS is a state-of-the-art technology that is designed to minimize fuel consumption through the comprehensive monitoring, analysis and management of factors affecting the fuel efficiency of ships, including the navigation route, trim, engines, motor power and emissions. It combines the functions of a navigation route optimization system, a trim optimization system and an EEOI monitoring and analysis system. Route optimization is a technology that identifies the optimal route to a destination based on the ship performance data and weather data. If applied to a ship, route optimization can reduce fuel consumption by about 6%. Trim optimization also reduces fuel costs, by about 5%. The software calculates the optimal trim, based on the speed of the ship and the weight of cargo loaded, and then adjusts the trim by moving the location of the ballast water, maximizing efficiency regardless of conditions.

Trim is the relationship of a ship's hull to the waterline, and is one factor determining the efficiency of a ship. Before signing this agreement, Samsung Heavy Industries and Hanjin Shipping tested their trim optimization technology through joint R&D programs using 8,000 TEU-class and 10,000 TEU-class container ships. In addition, the VPS includes an energy efficiency management program with real-time monitoring of EEOI (Energy Efficiency Operation Indicator), a ship performance evaluation and analysis program to optimize the speed and RPM of a ship. By incorporating the EEOI into the VPS (Vessel Portal Service), which enables the monitoring of a ship's navigation status onshore, Samsung Heavy Industries has enabled the onshore integrated management of the energy efficiency of a multiple-vessel fleet by a shipper. This joint research will further improve the performance of VPS by reflecting **Hanjin Shipping's** expertise in the area of vessel and fleet management.

VPS is an advanced ship navigation management system developed by **Samsung Heavy Industries**. It enables the real-time monitoring of various automation devices installed at ships from locations onshore, using a satellite data communications system. It also enables the detection of faults and necessary responses. The VPS will be applied to a 4,600 TEU-class container ship of Hanjin Shipping, which will be built by **Samsung Heavy Industries**, in May 2013, and the full-scale test will be conducted by the end of 2016. Executive Vice President Seung-Myeon Hwangbo of **Samsung Heavy Industries** said, "As we have our own solution for system configuration, we have a high level of technology independence. We are now able to improve the completeness of the system through joint research with **Hanjin Shipping**, and verify the long-term effects of actually applying the system to vessels. This cooperation will set a great example of how a domestic shipbuilder and a shipper can work together to overcome the economic recession." IMO has announced that the MBM (Market Base Measurement) will be completed by 2015 and introduced starting in 2016 to reduce the carbon emissions produced by ships, raising the profile of energy management and green ships in the shipbuilding industry and the shipping industry.



The CELLUS passing the Dutch coast

Photo : FLYING FOCUS lucht fotografie - www.flyingfocus.nl ©

Vyborg Shipyard fined for violation of sea transport operation rules

The Arbitration Court of St. Petersburg and the Leningrad region has instituted administrative proceedings against **Vyborg Shipyard** (Leningrad region) and imposed an administrative penalty to the amount of RUR 100,000, PortNews IAA learnt from the North West Department of the State Marine and River Supervision Body which held a routine on-site inspection of **Vyborg Shipyard** in the IV quarter of 2012. The inspection revealed that Vyborg Shipyard carries out its business activities on construction, repair and servicing of vessels with violation of the mandatory requirements related to safe operation of infrastructure facilities specified by the Technical Regulations "On safety of maritime transport facilities". Upon the inspection results an authorized official of the North West Department of the State Marine and River Supervision Body drew up a protocol as of part 1 of Article 14.43 of RF Administrative Offences Code. The case was submitted to the Arbitration Court of St. Petersburg and the Leningrad region, which delivered the above judgment. **Vyborg Shipyard JSC** is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. The Shipyard was founded 1948. From 2012 **Vyborg Shipyard** is a member of the United Shipbuilding Corporation.

ROUTE, PORTS & SERVICES



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Maintenance done on HAL's **ROTTERDAM** SB Anchor whilst moored in Port Rashid (Dubai)

Photo : [Roel Knigge \(c\)](#)



The livestock carrier "**DAREEN**" about to depart Timaru after loading 7200 dairy cows for China
photo : Tom Johnston (c)

Aries Marine orders PSVs at Leevac Shipyards

Leevac Shipyards Jennings LLC, Jennings, LA, has signed contracts with **Aries Marine, Inc.** of Lafayette, LA, to build two diesel electric platform supply vessels. With dimensions of 270 ft x 56 ft x 21.5 ft, they will be built to Leevac



Design Services "LDS" 270 DE PSV design. Construction will begin immediately, with deliveries for the first and second vessels slated for October 2014 and February 2015, respectively. "We are very excited to have this opportunity to begin this partnership with a company like **Aries Marine**" said Christian Vaccari, President of Leevac. "We have worked very close with Court Ramsay and Tommy Brown to develop an exceptional design." The LDS 270 DE PSV offers a deadweight capacity of 4,000 tons and will carry over 13,000 barrels of liquid mud. It will be powered by four 3516C Caterpillar generators rated at 1,825 kW each. The propulsion drives and thrusters are being provided by Schottel, with Marine Technologies providing the DP2 system.

Aries chose Siemens as the vendor for the Integrated Electrical System. The Siemens Blue Drive product will be used to control the power management, vessel control, machinery, alarms, power and propulsion systems. This will be the second vessel in which Leevac will be installing the Siemens Blue Drive system..

Marine Interior Systems was selected for the joiner work.

"This LDS 270 is a very exciting vessel design which our customers will greatly value," said Court Ramsay, President of Aries Marine Corp "The team at Leevac was quick and responsive to our ideas and delivery timeline. In less than 24 months, we will bring to the offshore market two extremely fuel-efficient, versatile, modern workboats. They will fit perfectly within our existing fleet and bring our total vessel count to 28." "I am very pleased to see a Louisiana owned-

company choose a Louisiana shipyard for this project. This contract will create over 200 jobs in Southwest Louisiana" said Mr. Vaccari. Leevac is currently building two Z-Tech 2400 Class Escort Tugs for **G & H Towing Company** and one MMC 879 PSV for Tidewater Marine. Leevac recently completed a major conversion on a tank barge for Enterprise Marine Service. **Leevac Shipyards** Jennings LLC is a subsidiary of **Leevac Shipyards LLC** Leevac currently owns and operates two yards. The new construction yard is located in Jennings and the repair yard is located in Lake Charles, LA.



M/v ECHO , IMO# 9165449 , Home Port Harlingen, operator "**JR Ship Management BV**" , laying up on Curacao nearly 1 year already. **Photo : John Smit ©**

More car carriers benefit from established MacGregor electric-drive technology

MacGregor, part of **Cargotec**, has secured a contract to deliver electrically-driven RoRo equipment for two new car carriers under construction at Shin-Kurushima's main facility, Onishi Shipyard, in Japan. Each ship will be supplied with a stern ramp, a side ramp, six internal ramps, a ramp cover and hoistable car decks. The order is booked into Cargotec's 2012 fourth quarter order intake. "MacGregor electric drives are not new to the shipping industry," says Magnus Sjöberg, Sales Director for MacGregor RoRo. "They represent proven, mainstream technology with a solid history of operational reliability and performance. One of their major advantages is the elimination of hydraulic oil leaks that cause pollution and cargo damage. "An additional advantage is that they are easy to monitor and service," explains Mr Sjöberg. "These new vessels will be fitted with a touch-screen monitoring system for the electric drives, which has improved the commissioning process of each of the drive units because of its user-friendly interface and flexibility." The monitoring system will provide a continual data stream and equipment status updates. It has been optimised for future developments and is ready for external integration into other ship management safety systems. The first vessels with all-electrically-driven internal and external RoRo outfits entered service in 2011, including Nissan's eco-friendly coastal car carrier, **Nichioh Maru**, which was also delivered by Shin-Kurushima.

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01-02-2013 - The **VALLE DI SIVIGLIA** entering valletta port photo : Mario Schembri ©

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OLDIE – FROM THE SHOEBOX CORRECTION

The photo of the "**ORCADES**" in the edition of yesterday's newscippings was not correct as I received a lot of emails about this subject / photo, the photo was showing the **ORCADES** which was built in 1948 when nearly new with a corn coloured hull , below a photo of the 1937 built **ORCADES** which certainly sunk as described 300 miles west south west of Cape Town on 10 October 1942. Orcades (II) was hit by two torpedoes from **U172** which killed 48



of those on board. The remaining 952 persons on board were rescued by the Polish cargo steamer **Narwick**. 55 volunteers stayed with **Orcades (II)** which managed to steam at 5 kts towards Cape Town but gradually became unmanageable and was finally abandoned and sank shortly afterwards. Her sister **Orion** survived the war and was finally scrapped in Belgium in November 1963.

I would like to thank everybody who came with emailswith remarks about this subject

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.... PHOTO OF THE DAY



The Dockwise **BLUE MARLIN** passing the Aransas Cannel, on her way to KOS for the discharge of the **Mars-B hull**.
Photo : **Corné Jongeneelen** ©