DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2012 – 016

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News reports received from readers and Internet News articles copied from various news sites.

The BUCENTAUR enroute Shipdock in Amsterdam – Photo : Willem Koper (c)

EVENTS, INCIDENTS & OPERATIONS

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The **SKALVA (ex:** Paleisgracht) enroute Rotterdam **photoJan van der Klooster : http://scheepvaarthoek.blogspot.nl/ ©**

Labrador shipping company faces hefty fine for diesel spill

A shipping company in Labrador is facing a large fine for a diesel spill that happened more than three years ago.

Coastal Shipping, owned by the Woodward Group of Companies, pleaded guilty to not properly cleaning up the spill and failing to notify the proper authorities.
The judge imposed a $100,000 fine for the spill — half of which will be paid to the court, and the other half will go to the Gilbert Bay Marine Protected Area, where the spill took place. On Sept. 20, 2009, the tanker Mokami was unloading diesel fuel in William's Habour when a gasket failed, causing 70 litres of fuel to leak into the water.

The crew did attempt a cleanup, but didn't follow all of the procedures and didn't report the spill. Federal Crown Lee-Ann Conrod said the location of the spill made the situation worse. "There's the golden cod in that area, and other unique populations of fish, that raises concern when a spill happens in that area," she said.

She told the court it was important to make sure the fine wasn't just a slap on the wrist. Captain Bradley Doyle is also facing charges related to the spill.He's expected to plead guilty on Tuesday to one charge of allowing the fuel to make it into the water.**Source : CBC**

The tug **COURBET** arrived with the **Damen** newbuilding **hull 9408**in Harlingen bound for **Damen Bergum**
Photo : Wytze van de Witte ©

Oil spill at Port of Timaru

An oil spill at Timaru Port that was discovered at Tuesday midday is now being cleaned up by members of the Environment Canterbury oil response team. The amount of oil leaked is reported to be between 40 and 50 litres and the spilled substance is believed to be light fuel oil.Environment Canterbury Regional Harbourmaster Jim Dilley said the current focus was on containment and cleaning up the oil. "Once that is done, we will then launch an investigation, but right now our priority is to lessen the impact on the environment as much as possible." He would not reveal the name of the boat the leak is understood to have come from. – **source : nzherald.co.nz**

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PLEASE SEND ALL PHOTOS / ARTICLES TO :

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http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US

15th jan 2013 the Heerema Semi-submersible Cranevessel **BALDER** returned from the Botlek **Keppel Verolme** yard to the Calandkanaal-Europoort Heerema location assisted bij the quadruple of Smit tugs **Smit Panther, SmitElbe, SmitCheetah** and **Union Emerald.**Heavy snowfall during the night before caused temporary closing down of all access roads to the Maasvlakte terminals.

Photo : Hans van der Linden.......www.aerolin.nl.......AerolinPhotoBV ©

The tug **DUTCH POWER** sailing at the Nieuwe Maas of Bolnes during some slight snowy conditions.
Photo : Jeroen Leenderts ©

Expanded Panama Canal calls for bigger cargo ships

This is a story about big, and how one of the biggest construction projects in the world, the remaking of the Panama Canal, will let bigger boats sail into deeper harbors, where authorities are spending billions dredging channels, blasting tunnels and buying cranes from China the size of 14-story buildings to accommodate super-sized cargo.

All this might knock a couple of dollars off the price of a smartphone shipped from Shanghai — or alleviate poverty in Panama, where the government plans to make a fortune in tolls — or create a windfall for the ports ready to receive the big ships, such as those in Baltimore and Norfolk. Va. Or not. Nobody's sure, because no expert can predict with any certainty how the web of global trade routes will be redrawn, and who the winners and losers might be.

But with the $5.25 billion expansion of the Panama Canal now officially half complete, a scramble is on among the hemisphere's ports to lure a new generation of elephantine cargo ships, bulk carriers and automobile haulers to their harbors, where boosters envision an economic boom.

These new "post-Panamax" ships are the length of aircraft carriers. From the waterline, they're 190 feet tall, or nearly twice the height of the Lincoln Memorial. The ships can carry as many as 12,000 containers, or about a million flat-screen TVs. The crew? A dozen men.

A deeper, wider Panama Canal with its two new flights of triple locks will double existing canal capacity and allow transit for vessels with three times the cargo when the upgraded passageway opens for business in early 2015.

So important is the race to be ready for the more voluminous ships that the Port Authority of New York and New Jersey is spending $1 billion to raise the Bayonne Bridge to let the taller vessels pass through.

Nobody wants to miss the boat. The U.S. Army Corps of Engineers estimates that U.S. ports are now spending $6 billion to $8 billion a year in federal, local and private money to modernize.

The ships are coming at a time when many experts say U.S. infrastructure — in ports, highways, bridges, railroads and tunnels — has suffered from delayed maintenance that has undermined U.S. competitiveness.

Comparing to the Panama Canal

Maryland's Port of Baltimore has a deep enough harbor to accommodate the ships, but the 100-year-old Howard Street tunnel exiting the docks is not tall enough for today's trains, carrying double-stacked containers, to pass through. As a solution, the railroad company CSX is planning to build a new $90 million rail transfer facility that will allow heavy duty cargo trains to be loaded a few miles from the port. Meanwhile, the railroad company Norfolk Southern is blasting through Appalachian Mountain passes in West Virginia, Virginia and Kentucky so its double-stacked trains packed with cargo from the East Coast port can pass through tunnels with a higher clearance.

In Miami, port authorities are so antsy to start digging their "Deep Dredge" channel that Miami-Dade County officials recently announced they could wait no longer and have committed to fund not only their half of the project's $180 million price tag, but to front the federal government's share.

Experts with the Army Corps of Engineers call the Panama Canal expansion a potential "game changer," though how and where the game will change, they are not sure.

Ports in the Bahamas, Jamaica, Chile, Peru, Brazil, Colombia and the Dominican Republic are rushing to upgrade in hopes the ships will enter their harbors, too.
No place is the competition more fierce than in the United States. Three ports on the East Coast should be ready for the big boats: New York, Baltimore and Norfolk. Together, they hope to take a bite of the maritime trade passing through West Coast terminals, which handle the most U.S. imports from Asia.
In the Southeast and Gulf of Mexico, it is unlikely that any of the harbors will be ready to dock the big ships when the expanded canal opens for business, which has left port authorities — and the Army Corps of Engineers, which oversees harbors and waterways — explaining to their anxious constituents why they are not.
After years of review, and amid fear for wetlands and endangered species, Georgia's Port of Savannah has finally gotten the go-ahead to dredge its channel, which will cost more than $650 million.
"The expanded canal will change global shipping, and is already beginning to do so," said Panama Canal Administrator Jorge Luis Quijano. As Quijana spoke, outside the window of the Miraflores Visitors Center, a conga line of dump trucks was moving a mountain of red jungle clay away as bulldozers claw a new approach channel through the jungle to bypass the 100-year locks at Miraflores.
Quijana promised that the new economies of scale and faster passage between the Americas and Asia will not only change maritime routes and cargo logistics, but also will create new markets to exploit the bigger ships and deeper ports.
"We'll see Texas ports shipping more shale gas to Japan, which is moving away from nuclear power to natural gas. We'll see East Coast ports — and new sources in Colombia — shipping more coal to China. There will be iron ore from Brazil headed to Asia through the canal, and on and on," Quijano said. **Source: Bloomberg**

Valemax able to dock at Chinese ports in 2013

Valemax will be able to anchor at China ports in 2013, Brazilian news agency reported, quoting from Jose Carlos Martins, Executive Officer for Ferrous Minerals Operations and Marketing of Vale. Currently no details available.
Intelligence said that Vale has so far taken 18 massive bulk carriers of the targeted 35, with each designed to carried 0.4 million tonnes of iron ore.
Earlier before the news, Chinese officials announced to build build iron ore logistic center together with Vale in Zhanjiang, Guangdong, South China. **Source: Steelhome**

REFLEX MARINE HOSTS INFLUENTIAL BRAZILIAN DELEGATION IN ABERDEEN

Reflex Marine, a global leader in safe marine transfer solutions, hosted a prestigious delegation from Brazil's burgeoning energy industry. The visit to Woollard and Henry in Aberdeen, which acts as a construction base for the company's specialist crew transfer equipment, was a great success despite the sub-zero temperatures.

The 17-strong party represented global corporations and industry bodies including Petrobras, Prominp, Transpetro, CBO, ABENAV and SINAVAL. They were keen to explore the industry-leading FROG device and were strapped in to experience first hand the security and safety offered by the protective apparatus.

Representatives of UK Trade and Investment Brazil, which was instrumental in organising the visit in conjunction with the Brazilian Government, accompanied the delegates during their visit to Aberdeen.

Carol Richards, Sales Consultant – South America for Reflex Marine, said: "Safety is critical to the success of energy projects around the world and attracting such an influential delegation from Brazil – one of the world's fastest growing markets – is obviously an exciting development. It was a great opportunity to demonstrate the capabilities of our products.

"We are particularly pleased to have a long-standing agreement with local company Sparrows BSM, who have been instrumental in providing maintenance, re-certification and servicing for all FROG units in Brazil.

"Traditional rope baskets are still used within the Brazilian energy industry however improving the safety of operations, by using a device like the FROG, has clearly captured the imagination. There seems to be a greater appreciation of the fact that it can prevent injury through lateral or vertical impacts and can act as a flotation device if immersed in water."

The FROG and TORO (Reflex Marine's other transfer device) were designed to greatly reduce the risk to passengers during transfer, after the company analysed incidents of injury occurring during rope basket operations. Seat belts reduce the risk of falling from the basket – the cause of half of all injuries using rope basket, while a protective frame and shock absorbing seats reduce the risk of injury through lateral impacts (accounting for 35% of injuries) or vertical impacts (22%).

Reflex Marine is currently working with the Brazilian Navy to gain accreditation for the FROG to operate on board vessels registered in the country, although several operators have already put the device to use using foreign ships.

During the visit, UK Trade and Investment's marine sector manager for Brazil, Paula Abreu said: "It was a great opportunity for the delegation to actually see how safe transfers can be made using a TORO or a FROG. I believe the device revolutionises the way transfers can be made in such a safe and professional way."

Aberdeen City Council was also heavily involved, not only in the organisation of the event but also in attending the demonstration. **For more information visit www.reflexmarine.com**

ULSTEIN DESIGNED 'SEVEN BOREALIS' NOMINATED FOR SHIP OF THE YEAR

Subsea 7's flagship **'Seven Borealis',** a customised SOC 5000 design designed by **ULSTEIN** has been nominated for the prestigious Ship of the Year Award organised by the Offshore Support Journal.

Voting is open until close of business on 25 January via this link: www.surveymonkey.com/s/13SVVOTE

The Seven Borealis measures 182.2 x 46.2 metres and has a moulded depth of 16.1 metres. This state-of-the-art pipelay/heavy lift vessel, delivered 2012, is designed by Ulstein Sea of Solutions for world-wide operations and is Subsea 7's strategic enabler suited to meeting the requirements of today's ultra-deep and deepwater projects in the world's harshest environments. In November 2012, Subsea 7 announced a record SURF contract from Total E&P Norge AS for the development of the gas field Martin Linge, located 180 km west of Bergen in the North Sea.

Photo : Frits Janse ©

The award winner is determined by the Annual Offshore Support Journal Conference advisory panel and the readership of Offshore Support Journal, and the winner will be announced at the Annual Offshore Support Journal Conference Gala Dinner on 19 February in London.

Link to aerial film on 'Seven Borealis':
http://www.youtube.com/watch?v=54Do3n0CM1A&feature=youtu.be

Fjord Line to hire 300 new employees

Fjord Line is now launching the recruitment process for approx. 300 new employees to the company's two new large ferries. The ferries will be put into operation in spring and autumn of 2013.

Initially, the recruitment includes around 200 new employees. The remaining 100 people will be recruited in a later process. The new employees will be distributed on the first of the two new ferries and the existing fleet, says director Gert Balling, Fjord Line Denmark in Hirtshals. The new positions include work in operations, sales and service. Appointments are subject to the applicable collective agreement with thetrade unions. Fjord Line will on 17th January in cooperation with local job centers host an information session on the new posts, particularly in sales and service, with Jobog Business center in Aalborg.

The first of the two new ferries, Stavanger Fjord, will sail its maidenvoyage on Wednesday 29 May, the sister ship Bergensfjord following inSeptember. The ferries are the first and largest passenger vessels in international traffic, solely driven by gas engines. With daily departures the ships will continue to sail on the line Hirtshals - Stavanger - Bergen on the west coast and in the newly established crossingbetween Hirtshals and Langesund in southeastern Norway. **Source: Fjord Line / maritimedenmark.dk/ ferriees of Northern Europe**

14-01-2013 **HILDEGAARD** seen being assisted by the tug **CORRINGHAM** off Houndpoint 1 Oil Terminal on the River Forth, Scotland. **HILDEGAARD** is outbound for Brunsbuttel, River Elbe, Germany **photo : Iain Forsyth ©**

Saudi Vela quits spot market ahead of merger

Saudi Aramco's chartering arm **Vela International Marine** appears to have quit the spot market ahead of its planned merger this year with the National Shipping Company of Saudi Arabia (Bahri), Argus reports.**Vela** has not been seen in the spot market for Ras Tanura – US gulf cargoes since 18 December. Bahri is set to become Saudi Aramco's exclusive provider of VLCC crude shipping services in 2013, once the merger with Vela is finalised. Last year, Saudi Aramco signed an agreement to sell Vela to Bahri for approximately $1.3bn in cash and shares, and on 7 January, Bahri requested the Saudi Arabian Council of Competition's approval for the merger.If approved, **Vela** will transfer ownership of its entire fleet to Bahri. And Bahri will become Saudi Aramco's exclusive provider of crude oil shipping services under a long-term agreement.With 77 vessels in its fleet, including 32 VLCCs, 20 chemical tankers, five product tankers, four roll-on roll-offs and 16 vessels under construction, Bahri will to become the fourth-largest owner of VLCCs globally, according to **Saudi Aramco** **source : PortNews**

The MSC ARIANA with onboard **pilot Rik van Marle arriving in Rotterdam-Europoort – photo : Luuk Silvius ©**

Cost of removing Costa Concordia may hit $530M

More time and money will be needed to remove the **Costa Concordia** from the rocks off Tuscany where it capsized last year, in part to ensure the toxic materials still trapped inside don't leak into the marine sanctuary when it is righted, officials said Saturday.
On the eve of the first anniversary of the grounding, environmental and salvage experts gave an update on the unprecedented removal project underway, stressing the massive size of the ship — 102,000 tonnes, its precarious perch on the rocks off Giglio island's port and the environmental concerns at play.

The pristine waters surrounding Giglio are part of a protected marine sanctuary for dolphins, porpoises and whales, and are a favourite for scuba divers. Already, tourism was off 28 per cent last year thanks in part to the eyesore in Giglio's port, and officials say the hulking vessel now won't be removed before the end of this summer.

Franco Gabriele, the head of Italy's civil protection agency, told reporters that officials were now looking at September as the probable date for removal, taking into account conservative estimates for poor weather and rough seas. Originally, officials had said they hoped to have it removed in early 2013. In addition, Gabriele and Costa officials said the cost might now reach about $530 million, up from the $400 million originally estimated.

The **Concordia** slammed into a reef off Giglio on Jan. 13, 2012, after the captain took it off course in a stunt to bring it closer to the island. As it took on water through the 70-metre gash in its hull, the Concordia rolled onto its side and came to rest on the rocks off Giglio's port. Thirty-two people were killed. 'During the rollover and floating operations, there could be some leaking.' —Maria Sargentini, head of environmental oversight group The **captain, Francesco Schettino**, remains under house arrest, accused of multiple manslaughter, causing a shipwreck and leaving the ship before all passengers were evacuated. He hasn't been charged. Schettino maintains he saved lives by bringing the ship closer to shore and claims the reef wasn't on his nautical charts.

Salvage crews successfully removed some 1,900 tonnes of fuel last year from the ship's tanks without any major spill. But Maria Sargentini, president of the environmental oversight group for the Concordia, said sewage, remaining fuel and tons of rotten food remain inside.

"Sure, there are still some risks," she said Saturday. "Especially during the rollover and floating operations, there could be some leaking."

The complicated removal plan involves constructing an underwater platform and attaching empty tanks on the exposed side of the ship. The cisterns will be filled with water, and cranes attached to the platform will be used to rotate the ship and pull it upright. Once upright, the ship will have cisterns attached to the other side. All the cisterns will be emptied of water and filled with air to help float the ship and free itself from the seabed. Once it's properly afloat, it can then be towed to a nearby seaport for demolition. On Sunday, relatives of the dead and some survivors are expected to flock to Giglio for a daylong commemoration that will honour the victims, those who rescued them and the residents of Giglio who opened their doors to the survivors. **Source : CBC**

The HYUNDAI SMART outbound from Le Havre – **Photo : Fabien montreuil©**

EMEA bunker prices start the week soft

With a few exceptions that included Hamburg and St Petersburg, bunker prices across Europe, Africa, and the Middle East were moving down on Monday, Ship & Bunker price data showed. Rotterdam IFO380 fell for a second consecutive market day moving down $4.50 to $612.50 per metric tonne (pmt), $6.50 higher than last Monday, and up $34.50 from December 14, 2012. Low sulfur 380 cSt product (LS380) fell $4.50 to $642.50 making the premium for the Emissions Control Area (ECA) compliant fuel $30.00 pmt. MGO moved down for the first time since January 7, 2013 falling $12.50 to $938.50 pmt, up $12.00 week-on-week.Fujairah IFO380 dropped for the first time since December 31, 2012 down $4.50 to $620.50 pmt, up $2.00 from last Monday, and $20.00 higher month-on-month. MGO was up for a second consecutive market day rising $2.50 to $1003.00 pmt, $2.00 lower than last Monday. Istanbul IFO380 fell for the first time since December 31, 2012 slipping $0.50 to $658.50 pmt, a change of $+15.50 week-on-week, and up $40.50 since December 14, 2012. MGO moved up for a fifth consecutive market day gaining $6.00 to $1014.50 pmt, climbing $23.00 since last Monday. Piraeus IFO380 fell for the first time since January 2, 2013 dropping $15.50 to $637.00 pmt today, $11.00 higher week-on-week, and up $39.00 month-on-month. LS380 moved down $16.50 to $703.00 making the premium for the low sulfur grade $66.00 pmt. MGO dropped $14.50 to $976.00 pmt, up $15.00 from last Monday. **source : PortNews**

SHIPYARD NEWS

The **SEVEN PELICAN** at Shipdock Amsterdam dock nr 3- **Photo : Geert Woord ©**

Tilted jack-up rig in Jurong Shipyard restored

Jurong Shipyard successfully restored and floated the jack-up rig that tilted on 3 Dec 2012 to its original upright position on 14 Jan 2013. **(Photo: Sembcorp Marine)**

Jurong Shipyard has restored and floated the jack-up rig that tilted in 2012 to its original upright position.

Eighty-nine workers were injured in the incident at the shipyard on 3 December.

Sembcorp Marine said on Tuesday that with the rig now back to its upright position, **Jurong Shipyard** and the authorities will focus on investigations into what caused it to tilt.

Repairs and restoration work will start when the stop-work is lifted.

The three-legged rig was scheduled for delivery in the first quarter of 2013 but this has been rescheduled. The rig is expected to be delivered by the end of third quarter of 2013.Sembcorp Marine said the repairs and change in the delivery date are not expected to have any material impact on its net tangible assets and earnings per share for the year ending 31 December 2013. **Source : channelNewsAsia**

15-01-2013 The **KEHOE TIDE entering palumbo malta shipyards `photo : mario schembri ©**

China Shipyard Delivers Handymax Bulk Carrier

COSCO Corporation (Singapore) Limited subsidiary **COSCO (Guandong) Shipyard** has successfully delivered the vessel to a European owner. The bulk carrier of 57000 dwt, named **KLIMA** measures 189.99 meters in LOA, 32.26 meters in breadth and 18 meters in depth.

COSCO Guandong is a 51% owned subsidiary of **COSCO Shipyard Group Ltd**.COSCO add that the delivery documents were signed by and between COSCO Guangdong and the buyer on 8 January 2013. **Source : MarineLink**

The **ALMIRANTE IRIZAR** -spotted in **Tandanor shipyard,** Buenos Aires Argentina. **Photo : Joris Gribnau ©**

ROUTE, PORTS & SERVICES

14-01-2013 SAL's **FRAUKE** arriving in the port of Yanbu-Saudi Arabia **Photo Remco Slaats (c)**

Sohar Port 'ideal' for bulk mineral export

Khimji Ramdas Shipping joined hands with TM International Logistics, India (a subsidiary of TATA Steel) to operate the bulk mineral terminal at Port of Sohar and develop the temporary terminal at Berth No. 16.

The temporary terminal had been made ready by April 2012 and is geared to handle about 3MMTPA of Ghabro using ship's gear for loading. It has about 45,000 square metre area for storage of Ghabro (aggregate) prior shipment and if all ships gear properly function, they can achieve about 10,000–12,000 tonnes of loading per day.

The consortium entered into contracts with local shippers for exporting aggregates to the tune of 2MTPA. The first shipment arrived towards end of May 2012 and the first vessel called on the facility on July 1, 2012 marking a new beginning and engraving a chapter for export of bulk minerals through a dedicated terminal facility.

However, in spite of all enthusiasm from the quarry owners, there was a very slow reaction with only four shipments totalling 177,000 tonnes having been shipped through the facility in the last six months.

Also, since the exporters from Oman are new to the trade of low commercial value material and perhaps unaware of the charges associated with vessel chartering, they may have entered into contracts on C&F basis, resulting in cost escalation due to demurrage arising out of delays at the unloading point.

Oman has Ghabro material in abundance and Sohar Port addresses the requirement of exporters to sell the same to the nearby market, with Qatar being the majority importer of such type of products. Qatar alone has an established demand of about 18-20MMTPA of aggregates, rising to about 30MMTPA.

Qatar sources about 14-15MMTPA through Fujairah. Importers from Qatar have been looking keenly towards Omani sources to bridge the gap in demand. Omani producers are yet to gain confidence and tap the established export market. Sohar port with its deep draft and no port congestion is a great advantage for the exporters from the region. However, they are yet to exploit the opportunity. Sohar Industrial Port Company along with Ministry is committed to facilitate the trade which will eventually boost the mineral trade of the country.

MC Jose, CEO, Khimji Ramdas Shipping, said that they have a strong partner from India, who is committed to fulfilling the commitments given. The consortium is focused to provide the facility; however, if the market does not improve, it will be a big set-back.

He also feels that government agencies may have to step in to consolidate the quarry owners and help them market the product into Qatar which will have a growing demand at least until 2020. **Source: Times of Oman**

The **PAULA SCHULTE** outbound from Le Havre **– Photo : Fabien Montreuil ©**

Chemical Tanker Design Order for Deltamarin

Deltamarin Ltd to design five 38,000 deadweight ton (dwt) stainless steel parcel chemical tankers for **Stolt Nielsen** subsidiary. The contract, with **Stolt Nielsen Ship Finance Ltd**, a subsidiary of Stolt-Nielsen Limited, is for the tankships to be built at **Hudong-Zhonghua Shipbuilding (Group) Co. Ltd**. in China. The design contract includes Approval Design and 3D Modelling of cargo deck and engine room areas.

The ships are designed to deliver substantial improvements in fuel efficiency, while providing operational flexibility with their fully stainless steel cargo tanks, cargo pumps, heating and cooling capacity. With a relatively shallow draft when fully loaded, the ships will consume significantly less fuel compared with existing parcel tankers. The hull form and propulsion arrangement are further developed from the successful B.Delta bulk carriers configuration of hull form and propulsion arrangement.

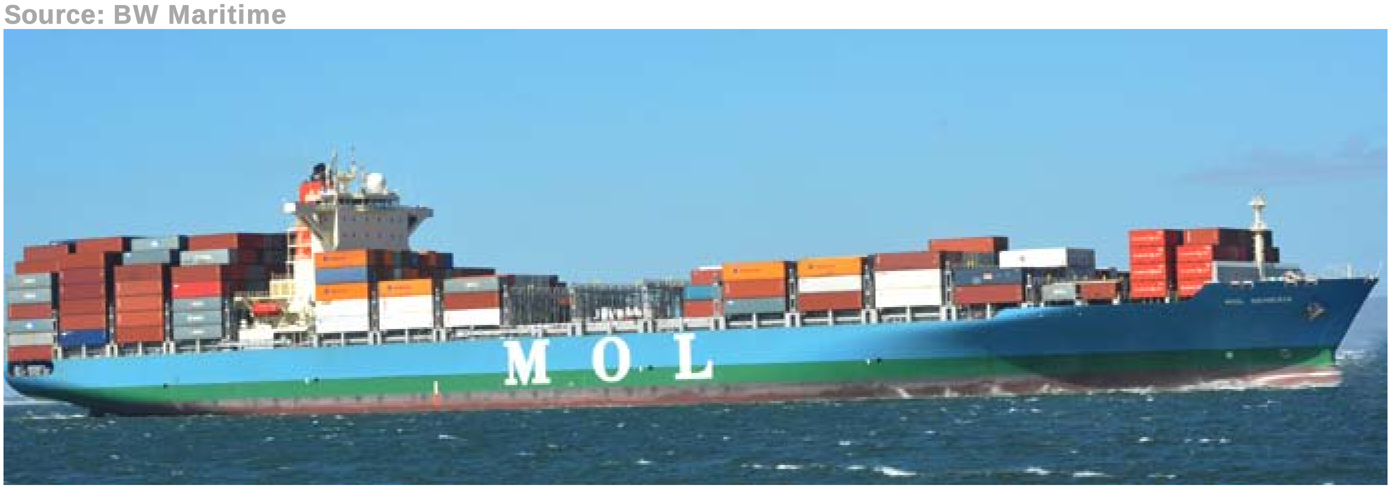
Each of the ships will have 43 stainless steel tanks with a total volume of 44,000 cubic meters. The parcel tankers will meet both Marpol Annex I and Annex II cargo requirements, complying with common structural rules for oil tankers. The ships will have IMO I, II and III capabilities and will be able to handle the full range of difficult-to-handle cargoes that Stolt Tankers carries. xThe value of the design work is approximately 25 man-years and the work will be carried out at Deltamarin's offices in Europe, utilizing the partner network. This new B.Delta newbuilding project has been brokered by Deltamarin's partner Barry Rogliano Salles (BRS). **Source: Deltamarin Ltd**


The 85 mtr long Newbuilding yacht Y 708 passing Spijkenisse – Photo : Lia Mets ©

15-01-2013 the **OLUF MAERSK** outbound from Melbourne off Sorrento
Photo : Andrew Mackinnon – www.aquamanships.com ©

LNG-FSRU Vessel: BW Place Samsung Contract BW Maritime inks contract with Samsung Heavy Industries for BW's first Liquefied Natural Gas Floating Storage Regasification Unit (LNG-FSRU).

Expected to be delivered in 2015, it will be the latest addition to BW's fleet of 16 LNG carriers, building on and increasing its existing LNG expertise. This vessel and floating terminal will be able to receive and convert LNG into its gaseous form for offloading via pipelines, to gas facilities on-shore. BW is focused on its vision to be the leading brand in energy transportation, serving customers with wide-ranging marine solutions across the energy value chain. BW and its predecessor companies have been providing shipping and maritime services for over 70 years and remains committed to safe, responsible operations of its fleet and offices worldwide BW Maritime is a subsidiary of the BW Group, which is one of the world's leading maritime groups involved in offshore oil and gas production and transportation, whose fleet includes crude oil supertankers, refined oil tankers, LNG and LPG carriers.
Source: BW Maritime



The **MOL GENESIS** entering table Bay - Cape Town – **Photo Ian Shiffman ©**

Adani Group Looking to Buy Port in India's East Coast

The **Adani group**, one of India's largest infrastructure conglomerates, is looking to buy a private sea port on India's eastern coast for around $1 billion, Chairman Gautam Adani said. The group expects to complete the acquisition by the end of the current financial year through March, he said in a recent interview, but didn't name the target pory
The Adani group, with annual revenue of $7.5 billion and based in the western Indian city of Ahmedabad, is bullish on the ports sector because it expects the country's merchandise traffic to grow. The group is a major player in the power and ports sectors, and owns coal mines in Australia and Indonesia. Three of its companies-**Adani Enterprises Ltd.** (512599.BY), Adani Ports & Special Economic Zones Ltd. (532921.BY) and **Adani Power Ltd**. (533096.BY)-are listed on the Bombay Stock Exchange and the National Stock Exchange. The group runs one of India's largest ports, at Mundra in western India. It is also developing ports in Dahej, Hazira, Goa and Visakhapatnam. Mr. Adani, ranked India's 16th richest man by the Forbes magazine, said the group has bid for developing a container terminal at a state-run port in the southern Indian city of Chennai, a project which if it wins would involve an investment of around $1 billion. On its Australian plans, Mr. Adani said the group would invest $4.5 billion in the first phase of developing the Carmichael coal mine in Queensland. It plans to begin investing at Carmichael by July or August, and aims to start coal shipments by December, 2015. In the first phase, the mine is expected to produce 45 million metric tons of raw coal a year. Adani acquired it in 2010, and in 2011 also bought the coal-handling terminal at Australia's Abott Point port. Mr. Adani said the group plans to invest $1.1 billion by 2015-16 to expand the port terminal's capacity and another $1.25 billion to $2.5 billion in building a rail line between the mine and the port. Despite the large funding requirement, Mr. Adani said the company has no immediate plans to sell equity in the Australian project. Instead, it would raise funds through bank loans, bonds and internal accruals. On the group's plans for India's power sector, he said it is on track to expanding generation capacity to 10,000 megawatts by March 31 this year, from 4,620 MW at present. It invested $10 billion in capacity expansion between 2007 and 2012, he added. However, the company will hold back on its plan to expand capacity further by 6,500 MW until the power ministry draws up guidelines for contracts between state-run utilities and private generation companies on how to deal with shortages in locally produced coal. Indian power plants have been unable to operate at their full capacities due to short-supplies of coal, the fuel used by more than half of the country's electricity stations. Some companies import coal-which is more expensive-but still need to supply power to distribution companies at previously set prices. India has the world's fourth-largest coal deposits at about 285 billion tons. But, the sector is facing sluggish growth, and the demand-supply gap this fiscal year is expected to be 192 million tons. Strict environmental regulations and difficulties in getting land for mining projects are among the main factors hurting growth in India's coal production, Mr. Adani said. "My personal belief is India's import of coal will continue to increase and the gap between demand and supply will also keep rising," Mr. Adani said. **Source: Dow Jones**

15-01-2013 the 2008 built VUT flag offshore tug/supply ship **KEHOE TIDE** entering Grand Harbour, Malta
Photo –Szabolcs Pocza - www.maltashipphotos.com ©

In at Greenock last weekend was the paper carrier **TRANS DANIA** working cargo through her open door amidships.
Photo : Tommy Bryceland, SCOTLAND ©

Iran charters oil ship with Indian insurance:

A loophole in an Indian insurance scheme has allowed Iran's state-run tanker company NITC to bolster oil exports by chartering a vessel insured by India's state-run firms, industry and shipping sources said on Tuesday.
European Union and U.S. sanctions to force Iran to curb its nuclear programme cut Iran's oil exports by more than half last year. An EU ban on insuring vessels carrying Iranian oil was among measures that disrupted the flow to top Asian buyers, as the maritime insurance industry is mostly based in Europe.
National Iranian Tanker Company (NITC) has for the first time chartered an Indian vessel covered under a scheme arranged by New Delhi through state-run insurers, sources said.
NITC has chartered the vessel the Omvati Prem, owned by Mumbai-based Indian shipper Mercator Ltd (MRCT.NS), and used it to carry an oil cargo that sailed from Iran in December for Indian refiner Mangalore Refinery and Petrochemicals Ltd (MRPL.NS), the sources said. The deal included cost, insurance and freight (CIF), they said.
India's junior oil minister Panabaaka Lakshmi in a written reply to a question in parliament in November on the insurance scheme did not specify if Iran could charter vessels with Indian insurance cover for supplies.
Use of the scheme effectively transfers the liability for any damage or spill to India's state-run insurers, and ultimately to New Delhi. When NITC uses its own vessels, the liability stays with its Iran-based insurer.
India established the scheme to keep some oil flowing after EU sanctions came into effect and disrupted shipping. The government arranged emergency cover that was meant for use by Indian flagged vessels chartered by local refiners.
There was little appetite for Indian shippers for the scheme as the insurance was limited to $50 million, a fraction of the $1 billion coverage that a supertanker would typically have from reinsurers against personal injury and pollution claims.
Mercator was the only company to use the scheme. Before NITC chartered the Omvati Prem, MRPL had used the vessel - which can carry about 635,000 barrels - to import Iranian crude.
MRPL is India's biggest buyer of Iranian crude and did not charter the vessel for this voyage due to commercial and technical reasons, one source said
Another shipping source privy to the deal said Omvati Prem discharged in Mangalore on January 8. Mangalore Port's website showed that the vessel arrived on January 7.
NITC has struggled to keep the flow of oil going to India as it lacks vessels of small enough size to dock at India's Mangalore port. One of the sources said NITC had chartered the Omvati Prem for about two months.
"Iran offered Mercator a better rate than MRPL, that's why they have taken the risk of joining hands with NITC," another shipping source said.
"Mercator has taken a risk as NITC is a blacklisted company under sanctions."

Mercator paid $26,105 for P&I cover to United India Insurance Company and 1,852,710 rupees for hull and machinery cover to The New India Assurance for a voyage between December 28 and January 27, documents seen by Reuters show.
Sources at the two insurance companies were not aware that Mercator had used the policy to deliver an Iranian cargo on a CIF basis.
Mercator did not respond to Reuters enquiries. MRPL, India's shipping ministry, United India Insurance and The New Indian Assurance Co Ltd all declined to comment for the story.
D.K. Mittal, secretary for financial services at the finance ministry, and Syed Akbaruddin, spokesman at India's foreign ministry, were not immediately available for comment.
India, along with Iran's other major Asian clients including China and Japan, has won an exception to U.S. sanctions on financial institutions that process oil payments by reducing Iranian oil imports.
NITC was the target of fresh EU sanctions imposed in October and was declared by Washington to be an extension of the Iranian state in July 2012. That prevents U.S. companies from dealing with it.
NITC has changed many tanker names as it adopts new tactics to keep Iran's oil exports flowing in response to sanctions.
China, India, Japan and South Korea are the top four buyers of Iranian crude and have all struggled to find ways around the shipping insurance ban. Japan provides its refiners with government-backed insurance of up to $7.6 billion per tanker to ship Iranian oil, in line with cover from the international P&I Club. **Source: Reuters**

The **MSC TEXAS** enroute Antwerp **photo : Sjaak Klaassen - Klaassen F&V Production ©**

Mechel Buys Russian Pacific Port

Russian metals and mining giant Mechel has closed a $508 million deal to buy the port of Vanino on the Russian Pacific coast, the company said late on Monday.

“Mechel reports acquiring 55 percent (73.33 percent of common shares) of Vanino Sea Trade Port. The acquisition was made in line with the company’s strategy of developing its mining division in a bid to expand its export capacities and reduce transport costs in line with planned increases in coal mining volumes,” the company said in a statement.

Mechel won the tender for the Vanino port in early December, offering 15.5 billion rubles ($508 million) for the state package compared with the starting price of 1.5 billion rubles.

Mechel CEO Yevgeny Mikhel later said the company had set up a consortium of Russian and foreign companies to participate in the tender but declined to specify the firms.

Port Vanino is located in the Strait of Tartary, between the Pacific Ocean’s Sea of Okhotsk and Sea of Japan. Vanino is the largest transport hub in the Khabarovsk Region and one of Russia’s ten largest ports. It handled some 6 million tons of cargo in 2012.

Vanino handles cargo bound for Russia’s north-east, Japan, South Korea, China, Australia, the United States and other Pacific countries. Navigation at the port is open all year round.

"Vanino is a universal port that fits ideally into the logistics of Mechel's deliveries to Asia-Pacific. Using its capacities will enable the company to consolidate its position as one of the world's largest producers of metallurgical coals and significantly expand its customer base," Mechel said.**SOURCE :RiaNovosti**

…. PHOTO OF THE DAY …..

The LPG tanker **SCF TOMSK** at the River Seine – **Photo : Fabien Montreuil (c)**