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## OCEANWIDE SAFETY AT SEA



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## EVENTS, INCIDENTS & OPERATIONS

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The **HIGH TIDE** outbound from Amsterdam – photo : Marcel Coster ©





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19-01-2013 bulker **GENCO RELIANCE** outbound in Vancouver harbour photo Robert Etchell ©

## Cruise ship to rescue stranded yachtsman

AN Antarctic cruise ship is on its way to rescue a solo round-the-world yachtsman stranded on a life raft in remote waters southwest of Tasmania. The Frenchman, reported to be 63-year-old Alain Delord who set off at the beginning of October, abandoned his yacht on Friday after it lost its mast and its hull was damaged in rough weather. He is still battling rough conditions in a life raft as he awaits the arrival of the **Orion** cruise ship, expected on Sunday afternoon or evening.

The location, about 500 nautical miles southwest of Hobart, is too distant for a helicopter rescue with the Australian Maritime Safety Authority (AMSA) using three aircraft to maintain contact with the sailor until a vessel can reach him.

A language barrier has proven to be an issue in getting information from the Frenchman, although AMSA's Dornier aircraft again made contact with him on Saturday and he did not report any injuries.

"We've had a couple of difficulties in actually getting information from him because he doesn't speak English," AMSA spokeswoman Jo Meehan said.

The Dornier has also been attempting to gain contact with other vessels 100 nautical miles west of the life raft, but their crews don't speak English and the bad weather has meant the vessels' specific call signs can't be identified.

Translators are on board some of the aircraft, including a French-speaking officer to help communication with the sailor, and a Mandarin interpreter.

Translators have also been helping issue broadcasts and messages from the rescue co-ordination centre in Canberra to vessels in the area.

A second life raft containing communications equipment has been dropped to him. Ms Meehan said the yachtsman was well equipped with safety gear, including a survival suit but was battling unfavourable conditions including large swells, 30-knot winds and the cold. The **Orion**, with 100 passengers and 80 crew on board, was returning from Antarctica and heading for the world heritage-listed Macquarie Island when it responded to the call to help. It is making a 51-hour journey to reach the location.

"It's such a vast ocean down there and very few people go down there," Orion Expedition Cruises spokesman Michael Corbett said. Ms Meehan said the **Orion** was the closest vessel and even if a ship had left Hobart, it wouldn't have been able to arrive any sooner. "We are very grateful to the master and the crew and the passengers of the **Orion**," she said.

She said authorities had the sailor's co-ordinates through the emergency beacon activated at 1pm (AEDT) on Friday, while additional safety and communications equipment has also been dropped to him. AMSA says an associate of the sailor contacted them early on Friday morning after the yacht was de-masted.

It says it made contact with the sailor but he did not declare he was in distress at the time and was advised to head towards Hobart. **Source : theaustralian.com**



**Vroon's** bulker '**SICILIAN EXPRESS**' anchored at the Singapore Eastern Anchorage,

**Photo : Alexander Pera, London Offshore Consultants, Singapore ©**

## **Baltic Index Jumps Most Since November on Shortage of Ore Ships**

The Baltic Dry Index, a measure of costs to transport minerals and grains on ships, jumped the most since November this week as a shortage of Capesize vessels drove charter costs higher. The gauge rose 2.1 percent to 837 today, the 12th climb in a row, figures from the London-based Baltic Exchange showed. That rounded out a 10 percent weekly gain, the biggest since the span ended Nov. 16. Daily average returns for Capesizes, the largest iron-ore carriers, surged 45 percent this week, the most since September.

Gains were strongest for Capesizes chartered for voyages loading at ports in the Atlantic region, according to the exchange. A dearth of the carriers for hire in the area made up for a slower market in the Pacific, where vessels haul cargoes of Australian iron ore and coal to Asia, said shipbroker **Braemar Seascopes Ltd.**

"The lack of ballast sailing prior to Christmas due to a lack of cargo seems to be causing a slight squeeze now for those charterers with January canceling cargo," Braemar said yesterday in an e-mailed report. Ballasting is an industry term denoting a voyage by a ship without cargo to reposition the vessel in an area where it can reload. Fewer vessels than expected are repositioning to Atlantic ports from Asia, a journey of more than 30 days, which will likely push rates higher next week, according to **Braemar**.

Daily average Capesize returns increased 6.7 percent to \$8,990 today, the exchange's figures showed. The global dry-bulk fleet contains 1,505 of the ships, accounting for about 41 percent of capacity, according to Clarkson Plc, the biggest shipbroker. The total fleet will haul an estimated 4.1 billion metric tons of cargo this year, it forecasts.

Among the three classes of smaller vessels tracked by the index, Panamaxs, the largest ships to navigate the Panama Canal, declined 0.4 percent to \$5,860 a day. Supramaxes, about 25 percent smaller, slid 0.7 percent to \$7,635 and Handysizes, the smallest carriers in the gauge, gained 1.5 percent to \$7,012. **Source: Bloomberg**



## US Navy: Ship Stuck in Philippines Used Faulty Map

An inaccurate map that mislocated a marine sanctuary may have caused a U.S. Navy minesweeper to run aground on a coral reef in the Philippines this week, the Navy said Saturday



All 79 officers and crew of the **USS Guardian** were taken off the ship for safety reasons after it struck the reef with its bow at 2 a.m. Thursday. The Navy's Pacific Fleet, based in Hawaii, said Saturday that its ships along with several support vessels continued to conduct salvage operations that minimize environmental effects to the reef.

The Navy said in a statement that a review of Digital Nautical Charts, which are used for safe navigation by all U.S. Navy ships, found they contained inaccurate data and may have been a factor in the Guardian's grounding. As a result, Navigator of the Navy Rear Adm. Jonathan White released precautionary guidance to all Pacific Fleet ships, saying that "initial review of navigation data indicates an error in the location of Tubbataha Reef" in the Philippines.

"While the erroneous navigation chart data is important information, no one should jump to conclusions," said Pacific Fleet spokesman Capt. Darryn James. "It is critical that the U.S. Navy conduct a comprehensive investigation that assesses all the facts surrounding the Guardian grounding."

The Avenger-class ship had just completed a port call in Subic Bay, a former American naval base west of the capital, Manila, and was en route to Indonesia and then on to East Timor to participate in a training exercise when it hit the reef, about 128 kilometers (80 miles) southeast of Palawan Island. The World Wide Fund for Nature Philippines said that according to an initial visual inspection, the 68-meter- (74-yard-) long, 1,300-ton Guardian damaged at least 10 meters (yards) of the reef, which UNESCO designated as a World Heritage Site. It is part of Southeast Asia's Coral Triangle, a huge stretch of ocean that contains most of the world's coral species, reefs, and more than 3,000 species of fish. Angelique Songco, head of the government's Protected Area Management Board, said the government imposes a fine of about \$300 per square meter (yard) of damaged coral, plus other fees. In 2005, the environmental group Greenpeace was fined almost \$7,000 after its flagship struck a reef in the same area.



Songco blamed the [Guardian](#) for turning away park rangers who wanted to board the minesweeper, but the Navy said it was cooperating with the Philippine government, a key U.S. defense ally. Presidential spokeswoman Abigail Valte said the government will observe the law governing the Tubbataha Reef, but right now "the primary concern is extricating the ship out of the reef with minimal damage." **Source : Associated Press**



The [GO CANOPUS](#) seen from Heerema's [HERMOD](#) at the Deen Dayal project in India. **Photo : Tim Nijik ©**

## Tanker spot fixtures on the rise at last month of 2012

According to the latest OPEC monthly report for the month of December, total tanker global spot fixtures increased by a slight 2% from the previous month to average 19.39 mb/d. OPEC spot fixtures saw a greater increase of 5.3% to average 14.54 mb/d, up by 0.74 mb/d from the month before. The increase was attributed mainly to higher fixtures from the Middle East to East, which increased by 1.07 mb/d to average 7.15 mb/d, while fixtures from the Middle East to East and fixtures from outside the Middle East both experienced drops, in comparison with November fixtures, of 9.5% and 0.4% respectively. On an annual basis, OPEC spot fixtures in December were 16% higher than the same month a year earlier, while Middle East-to-East and Middle East-to-West fixtures were 8% and 35% higher than the previous year. Sailings from OPEC increased in December by 0.13 mb/d or 0.5% to stand at 24.38 mb/d, up by 4% from a year earlier. In the same line, Middle East sailings stood at 17.88 mb/d, up by 0.15 mb/d or 0.8% from the

previous month and 1.9% higher than a year earlier. As for arrivals, North America and Far East arrivals increased by 10.6% and 1.2% respectively in December. Arrivals in Europe and West Asia dropped by 6.3% and 2.1% respectively and decreased annually by 2% and 0.2% respectively. Spot freight rates for the dirty tanker sector saw a general increase on several reported routes in December. Average spot freight rates for VLCCs increased by 1.6% from a month earlier to stand at 42 WS points. Generally, VLCC freight rates were stable as the gains achieved in November were maintained in December. Also, the demand seen for VLCCs was adequate, although lower than what was usually predicted for the time of year, while Suezmax saw a greater increase of 12.3% from the previous month to average WS60 points. The increase in freight rates came as a result of enhanced tonnage demand for West Africa loadings. Other factors also contributed to shortening the positions list and thus balancing the vessel availability. On the other hand, Aframax showed a negative performance as its average spot freight rates declined by 3.6% from a month earlier to stand at WS87 points. The monthly negative average was a result of a mixed performance in December. While freight rates seen in the Mediterranean firmed as the positions list shortened, all gains were offset by the rates seen in the Caribbean, which dropped or remained flat, at best. December started with VLCC activity waning as the market was relatively quiet for the time of year. Freight rates would have started to decline if it had not been for the owners who showed a constant resistance to lower rates, under pressure from charterers taking advantage of the market situation and its limited requirements.

Despite improved circumstances in the third week of December, as a result of a pre- Christmas flow of activity, the increased inquiries caused only a marginal rise in VLCC rates as the sufficient tonnage supply, along with chartered efforts, prevented rates from achieving measurable gains, even given a healthier market situation. On average, spot freight rates for VLCCs operating on the Middle East-to-East and West Africa-to-East routes saw close gains of 2.1% and 2.2% from the previous month to average WS48 and WS47 respectively. On the other hand, VLCCs operating on the Middle East-to-West route ended the month flat to average WS30 points, unchanged from the previous month. During the Christmas holidays, the market was quiet with no inquiries from the West. Generally, the number of fixtures in December was found to be low, indeed considerably lower than expected. December was a fruitful month for the Suezmax class. Although the month started quietly, Suezmax freight rates were not able to register any gains as demand remained limited versus vessel supply. The beginning of the month maintained the same low rates as a month earlier, yet, by the second week, rates had picked up as demand for West Africa loading increased and tonnage availability was tighter for certain dates.

Although the December fixtures were completed by that time, some prompt requirements were needed as replacements for ships running late, and these were done at higher rates, supporting the firming trend in the market. January inquiries came alongside the seasonal pre-Christmas rush, which gave a positive push to the market, boosting Suezmax rates. The upward trend was seen mostly in the west, as freight rates on the East-of-Suez routes remained mostly stable. Tanker-owners did try to maximize the benefits of the season's demand by showing resistance to the existing freight rates in an effort to push them to higher levels, taking advantage of the balanced position list, the healthy requirements for Suezmax for West Africa loadings, and the usual winter season demand on the ice-class vessels. In December, some delays in the Turkish Straits supported rates. Spot freight rates for Suezmax trading from West Africa to the US Gulf Coast increased by 16.1% from the previous month to average WS65 points. Rates for vessels operating on Northwest Europe-to-USA routes rose by 8% from a month earlier to average WS54 points in December. Despite the monthly gain, on an annual basis average spot freight rates on both reported routes saw declines of 24% and 30% respectively. The firmer Suezmax market for West Africa loadings did affect rates on other routes, as charterers accepted higher rates to keep the owners interested in operating on different routes, instead of concentrating on a sole route. The spillover effect did have an impact on rates in Northwest Europe and the Caribbean. Rates in the East saw a slight improvement in December, as vessel availability was balanced, although remaining sufficient at all times.

The Aframax performance in December could not compete with other tanker classes in the dirty sector, although Aframax activity did increase on certain routes and freight rates did register some gains as well. However, the size of the gains was lower than expected for the time of year. Although the beginning of the month witnessed a sluggish start for Aframax in terms of inquiries and demand, things sped up later as charterers rushed to meet their requirements before the holidays. In December, Aframax spot freight rates were mixed, increasing on some routes, while dropping on others or remaining flat. Aframax tankers trading on the Indonesia-to-East route remained flat, with no changes from last month, to average WS92 points. Rates seen for the Mediterranean-to-Mediterranean and Mediterranean-to-Northwest Europe routes rose by 9% and 11% respectively, on the back of a shorter positions list. In comparison with a year earlier, rates on both Mediterranean routes showed large drops of 40% and 44%. Rates on the Caribbean-to-USA route were negative, decreasing by 24% from the previous month to average WS90 points. Rates seen in the Caribbean were reported flat at best, as they did not pick up at any stage of the month due to

limited activity. In general, supply remained abundant and therefore freight rates could not meet the expectations for the season. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## TeraSea Falcon on track for March delivery



### The **TERASEA FALCON**

is currently alongside Japan Marine United's East Quay and the outfitting of the vessel is making


good progress for delivery in March 2013.

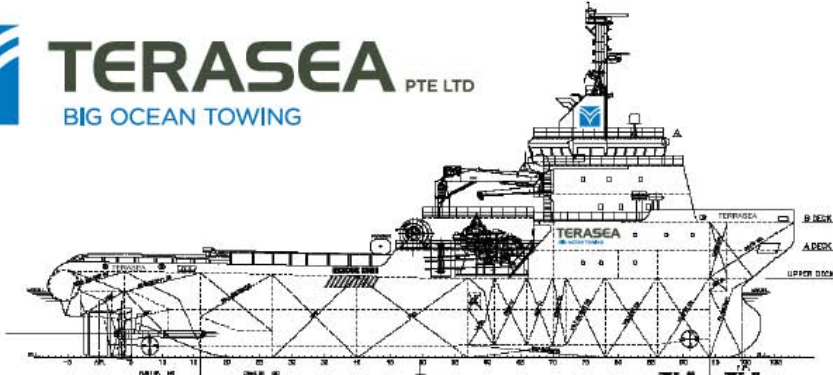
The **TERASEA FALCON** is the first of a series of 4 units of 200 tonne bollard pull tugs built by **Japan Marine United shipyard** for **TeraSea Pte Ltd.**

**The TeraSea logo** has been painted onto the ship's funnel and FRC and workboat installed. The wooden deck of the **TERASEA FALCON** is now in place. One of the next items to be installed will be the VSAT and Fleet Broadband 500 satellite communication system.





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All four of **TeraSea's Raptor class tugs** will be outfitted with **Fukushima** electro-hydraulic double drum waterfall winches with a pull capacity of 350 tonnes and brake holding capacity of 450 tonnes.

Photo's : TeraSea ©



20-01-2013 **Tijuca** arriving Melbourne in the Yarra River with tugs **Keera** and **Svitzer Marysville**  
Photo : Andrew Mackinnon – [www.aquamanship.com](http://www.aquamanship.com) ©



## CMA CGM receives the highest score on compliance and safety of its fleet

In January 2013, the Group-owned **CMA CGM** fleet was rewarded by state ports (Port State Control), the highest score for its fleet in recognition of the fleet's compliance with international regulations regarding safety at sea, technical / regulatory compliance and pollution prevention.

For this ranking, port national authorities verify the state of vessels, the level of maintenance, the quality of the crew, procedures in place for the management of safety and pollution, etc....

Since 2010, vessels are controlled by a rating implemented by the "Paris Memorandum of Understanding", one of the strictest in the world. In case of poor performance, vessels and/or companies are subject to stricter and more frequent controls that can lead to detentions and bans.



**CMA CGM ONXX** outbound from Melbourne

**Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©**

"The CMA CGM Group places the health, security and safety of its crews, employees, transported goods and vessels at the forefront of its priorities.



The recognition of this performance by the authorities rewards the measures implemented by the Group to ensure safety on board and demonstrates the level of excellence of CMA CGM's vessels and teams" says Farid Salem, CMA CGM Group Executive Officer.

CMA CGM, founded and managed by Jacques R. Saadé is the world's third largest container shipping company and has an estimated turnover of 16 billion USD in 2012. Operating a fleet of 410 vessels, the Group serves more than 400 ports around the world. In 2012, the Group expects to carry 11 million TEUs (twenty-foot equivalent units). With a presence on every continent and in 150 countries through its network of 650 agencies and branch offices, the Group employs 18,000 people worldwide and 2,400 in Marseilles where is situated its head office. **Source: CMA CGM**



18-01-1013 the 1997 built Dutch flag HALcruise liner **ROTTERDAM** entering Grand Harbour, Malta

**Photo : Szabolcs Pocza - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## **China ships patrol disputed islands in East, South China Sea**

China has pressed its surveillance ships to patrol disputed islands in the East China Sea as well as the South China Sea amid raging maritime tensions with Japan and several other South East Asian countries. A fleet of three Chinese marine surveillance ships continued to patrol territorial waters off China's Diaoyu Islands on Saturday, according to the China State Oceanic Administration (SOA). Separately two fleets of Chinese marine surveillance ships are carrying out regular patrol missions simultaneously on the South China Sea, SOA said.

While China and Japan are involved in a raging dispute over the islands called Diaoyu by China and Senkakus by Japan in the East China Sea, Vietnam, Philippines, Brunei, Malaysia have questioned China's claims over the South China Sea.

Two ships arrived in the waters south to the Xisha Islands, also claimed by Vietnam. They would continue patrolling to the south, the SOA statement said. The second mission has also started as Haijian 262 and 263 left Sanya to patrol on the waters near the Beibu Gulf.

Both fleets found no foreign intruders or unusual situations, the statement said.

Chinese marine surveillance ships carried out 58 patrol missions on the South China Sea in 2012, according to the SOA. On Thursday, SOA director Liu Cigui said that the country will continue to carry out regular patrols over its territorial waters off China's Diaoyu Islands and the South China Sea to secure the nation's maritime rights and interests.

Meanwhile, a commentary by the state-run Chinese news agency Xinhua criticised the US for its position on China's maritime dispute with Japan, saying it "cast doubts on (US) credibility as a responsible power in the region". The comment came a day after US Secretary of State Hillary Clinton said the area around the islands in the East China Sea

was under Japan's control and therefore protected under a US security treaty with Tokyo. It is "unwise" for Washington "to throw support behind Japan in Tokyo's islands dispute with Beijing", Xinhua said. "This unbalanced position has betrayed its declared intention to stay neutral on the issue," it said. It said the US proposal for "tighter military alliance with Japan will only encourage Tokyo's dangerously **right-leaning tendency**". Source : zeenews



19-01-2013 **CELEBRITY SOLSTICE** alongside the Station Pier in Melbourne with security launch.

Photo :John Bone ©

## ***FEBRUARILEZING 2013***

Geachte heer/mevrouw,

Hierbij heb ik het genoegen u uit te nodigen voor de 'Februarilezing' die gehouden zal worden op **zaterdag 16 februari 2013** in het Evenementencomplex van de Koninklijke Marine, Kattenburgerstraat 7 in Amsterdam (naast het Nederlands Scheepvaartmuseum).

De inleidingen worden dit jaar verzorgd door de heren **Jan Wit** en **Jeroen van der Vliet**.

Het programma ziet er als volgt uit:

13.45- 14.30 uur	Ontvangst
14.30- 15.30 uur	<i><b>Jan Wit: Mijn Kaap Hoorn-rondingen</b></i>
15.30- 15.45 uur	korte pauze
15.45- 16.45 uur	<i><b>Jeroen van der Vliet: De Marinemodellenkamer, toen en nu</b></i>
17.00-18.00 uur	Schoot Aan!
18.00- 19.30 uur	Indisch Rijstbuffet
19.30 uur	Sluiting door de voorzitter



De kosten voor deelname bedragen € 33 (gehele programma) of € 17 (incl. Schoot Aan! maar zonder buffet). Ik verzoek u zich aan te melden bij voorkeur **per e-mail** ([plankenjohn@upcmail.nl](mailto:plankenjohn@upcmail.nl)) en het verschuldigde bedrag over te maken op ons rekeningnummer 2769806 t.n.v. Stichting NKHV onder vermelding van "Februarilening 2013". U kunt zich ook aanmelden door onderstaand strookje te sturen naar de penningmeester, J.H.F. Planken, Herengracht 13, 1441 EV Purmerend.

***In verband met de veiligheidseisen van de Koninklijke Marine verzoek ik u dringend het kenteken van uw auto en de namen van evt. passagiers aan ons door te geven, dus per e-mail Deze brief graag meenemen, hij dient tevens als bewijs van toegang!***

U kunt vrij parkeren op het terrein van het marine-etablisement, dat vanaf Amsterdam CS per openbaar vervoer gemakkelijk bereikbaar is (buslijn 22 en 48). In de verwachting weer vele begunstigers te mogen begroeten verblijf ik namens het bestuur, met vriendelijke groet, **Gerard van der Meer, secretaris**

### Onze sprekers :

#### Jan Wit

Jan Wit zal in zijn lezing aan de hand van dia's die hij maakte tijdens zijn Kaap Hoorn-rondingen vertellen over zijn ervaringen. Met de "Bastaert van Campen" rondde hij in 1991-1992 én in 1995-1996 Kaap Hoorn. De eerste reis duurde 226 etmalen, met een stop in Hogart (Tasmanië), de tweede nam in een ononderbroken reis 265 dagen in beslag, beide malen via de oude zeilroute door de zuidelijke oceanen.

Eerder maakte hij reizen, samen met zijn echtgenote, reizen naar Spitsbergen, Jan Mayen, IJsland, de Azoren en naar New Foundland.

Jan Wit is lid van de adviescommissie Kaap Hoorn-ronders.

#### Jeroen van der Vliet

Jeroen van der Vliet is maritiem historicus en werkzaam als conservator maritieme collecties in het Rijksmuseum Amsterdam. Over zijn lezing het volgende.

Van 1817 tot 1883 onderhield het Ministerie van Marine een collectie technische schaalmodellen. De beheerders van deze Marinemodellenkamer verzamelden spoedig ook allerhande historische voorwerpen, afkomstig uit de gebouwen en de werven van de voormalige admiraliteiten. De 1600 objecten tellende verzameling werd in 1883 grotendeels overgedragen aan het Rijksmuseum. Met de heropening van het Rijksmuseum in 2013 zal ook de Marinemodellenkamer in ere worden hersteld. In zijn lezing zal de heer Van der Vliet de ontstaansgeschiedenis van deze bijzondere collectie nader uit de doeken doen, waarbij tevens verschillende topstukken worden uitgelicht.



Vroon's **IVER PROSPERITY** enroute Amsterdam – **photo : Marcel Coster ©**

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## NAVY NEWS

# INS Saryu to be commissioned today (Monday)

Three years after being entrusted with the responsibility of securing the coast, the Navy is all set to get its first offshore patrol vessel (OPV), dedicated to coastal surveillance and protecting high value assets in the sea.



The **INS Saryu**, the Rs 620-crore indigenous naval OPV, will be commissioned on Monday in Goa. After commissioning, it will be handed over to the Andaman and Nicobar command, where smaller sized OPVs are preferred rather than big destroyers and frigates for want of berthing space.

Made by Goa Shipyard, the first naval OPV will be followed by three similar ships within the next one and a half years, completing the Navy's first set of coastal surveillance ships, an official said.

The ship has the capability of anti-submarine warfare and can switch from benign to offensive role as and when the situation demands. Following the 26/11 terror attacks, the Navy was given additional responsibility of coastal security apart from its blue water engagements.

While the Coast Guard traditionally does the surveillance and patrolling job closer to the shore, the Navy, too, is getting its share of brown water tasks.

The induction of the **INS Saryu** is aimed at meeting the increasing need for ocean surveillance and patrolling. The primary role of the ship is to undertake surveillance of the exclusive economic zones, anti-piracy patrols, fleet support operations, providing security to offshore assets and carry out escort duties for high value assets.

Weighing around 2,200 tonnes, the OPV has a complement of eight officers and 105 sailors and can carry a helicopter, which could either be a "Chetak" or an advanced light weight helicopter.

The 195-metre long ship will also be having heavy duty guns, electronic warfare system and early warning radars.

Source : DeccanHerald



## Nuclear not an option for next generation of submarines

Later this year, the government will make a decision to narrow the choice for Australia's future submarines. Contrary to opinions expressed in The Weekend Australian ("Past sub mistakes make a case for going nuclear", January 5-6) the preferred option will certainly not be a nuclear submarine. And - contrary to recent views in other media - whichever submarines we choose, they will not be built overseas. **Source : The Australian**

### SHIPYARD NEWS

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**TOS** 

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The **BIESBOSCH** fitting out at the **Neptune Shipyards** in Hardinxveld.

**Photo : Arie Boer ©**

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## IHC Merwede constructing three pipelaying vessels

**IHC Merwede** says it has started building three 550 tonne pipelaying vessels simultaneously at its Krimpen aan den IJssel yard in The Netherlands.

The keel-laying ceremony for the first of two identical 550 tonne pipelaying vessels for **TL Offshore**, a subsidiary of **SapuraKencana**, took place on 15 January. This event was held one week ahead of the original schedule and was performed by Mr Darryl Peter Nelson, Project Director with **TL Offshore**.

IHC Merwede began the steel-cutting work on the second TL Offshore pipelaying vessel directly after the ceremony.

Almost the full hull of the first vessel it is building, for Subsea 7, is now on the slipway, following its keel-laying ceremony in August 2012.

All three pipelaying vessels are therefore well under way and on schedule for delivery in 2014. Both vessels for SapuraKencana are fully integrated pipelaying vessels completely designed, engineered and built by **IHC Merwede**. The pipelaying spread is supplied by IHC Merwede's subsidiary IHC Engineering Business.

In January IHC Engineering Business will also start steel cutting for the tower structure of the pipelaying spread. IHC Drives & Automation is responsible for the delivery of the integrated automation system, the full electrical installation and the complete electrical machinery package for both vessels.

The three vessels will be used to install flexible pipelines in Brazilian waters, in accordance with Petrobras' contracts for the charter and operation of pipelaying vessels. **Source : Offshore news online**

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## TORM chooses Transas Marine Dual ECDISS

**TORM** has chosen **Transas Marine** as an ECDIS supplier for five of its vessels. **Navi-Sailor 4000 Dual ECDIS** will be installed on five L-Class Tankers. Along with this, Transas Marine will supply and install 1 x 'Back of the Bridge' station on each of the five vessels, and the vessels will thereby obtain 3 x fully operational ECDIS stations.



**Transas Navi-Sailor 4000 ECDIS** 'Back of the Bridge' planning station is based on the 24" Panel PC. It includes Navi-Planner with full voyage plan functionality and ECDIS Software.  
Left : The **TORM AGNETE** moored in Le Havre



**Photo : Fabien Montreuil ©**

Installation has been completed on the vessel "**TORM LOUISE**", and remaining 4 vessels will be equipped in the following months. In addition, Transas Marine has upgraded eight other **TORM** vessels to the latest hard- and software versions. A number of Transas ECDIS systems have been delivered and installed in the past on-board TORM vessels and both TORM and **Transas Marine** are happy to continue our fruitful cooperation. TORM was founded in 1889. With headquarters in Copenhagen and activities worldwide, TORM is listed on NASDAQ OMX in Copenhagen and

New York. TORM operates one of the largest and most technologically advanced fleets in the world. **Source: Transas Marine**

## Deep Sea Supply in Brazil PSV and AHTS joint venture



The **SEA BRASIL** in Niteroi – **Photo : Capt Jan Plug ©**

**Deep Sea Supply Plc (DESS)**, in which John Fredriksen's Hemen Holding Ltd. is the largest shareholder, is entering a joint venture with BTG Pactual Oil & Gás Participações S.A., an investment vehicle of Banco BTG Pactual S.A. a

leading Latin American investment bank. The JV is being set up to own and operate Platform Supply Vessels and Anchor Handling Tug and Supply Vessels in Brazil.

The JV will be owned 50/50 by BTG Pactual and DESS and will initially own and operate a fleet of 15 vessels. The JV will also acquire six large PSVs currently under construction at Sinopacific Shipbuilding and will look to acquire additional PSVs and AHTSs. By implementing the JV, the parties will combine DESS' knowledge and experience within the offshore supply industry with BTG Pactual's local presence, and further develop its position as a large player in the Brazilian market through the JV.

"We see big advantages in developing the business in Brazil together with a strong, local partner and we consider BTG Pactual an excellent strategic partner." says Finn Amund Norbye, CEO of DESS.

BTG Pactual is to purchase a 50 percent ownership interest in each of Deep Sea Supply Navegação Marítima Ltda. and Deep Sea Supply Serviços Marítimos Ltda from DESS.

Deep Sea Navegação and Deep Sea Serviços have an organization of 20 Brazilian employees conducting among others the chartering and the technical and crew management of DESS' fleet of vessels operating in Brazil from offices in Rio and Macaé.

Deep Sea Navegação owns the 2012 built 4,700 dwt PSV Sea Brasil recently delivered from STX Offshore do Brasil and has an "EBN" license to operate and charter vessels in the Brazilian market.

DESS will transfer nine AHTSs and 5 PSVs to the JV. AHTS "[Sea Tiger](#)", AHTS "[Sea Panther](#)", AHTS "[Sea Leopard](#)", AHTS "Sea Cheetah", AHTS "[Sea Jaguar](#)", AHTS "Sea Fox", AHTS "[Sea Jackal](#)", AHTS "[Sea Vixen](#)", AHTS "[Sea Stoat](#)", PSV "[Sea Halibut](#)", PSV "[Sea Pike](#)", PSV "[Sea Bass](#)", PSV "[Sea Turbot](#)", PSV "[Sea Pollock](#)" and PSV "[Sea Brasil](#)". The total cost for the vessels is reportedly about USD 578 mill. In addition, the JV will acquire 6 of the 4,700 DWT Ulstein PX 105 PSVs currently under construction at Sinopacific. The cost for the newbuilding is USD 274 mill, corresponding to approx. USD 46 mill per vessel.

In exchange, the JV will make a cash payment equal to the equity value of the vessels and will take over the vessels' current financing.

The JV will acquire six large PSVs currently under construction at Sinopacific. These 4,700 dwt PSVs, which are expected to be delivered in 2013, are of Ulstein PX 105 are well suited for operation in the Brazilian market, especially with regard to pre-salt operations. The vessels will be acquired from PSV Holding Inc., an affiliate of Hemen Holding Ltd.

PSV Holding Inc. will be responsible for the completion of each vessel including supervision costs. Both JV partners will pay in cash at the closing of the JV transaction an equity portion of the financing of these vessels and the JV will work to secure necessary bank financing for the vessels prior to their delivery.

The transactions imply an enterprise value of the JV, upon delivery of all the vessels. of approximately \$852 million where the existing vessels account for approximately \$578 million and the remaining \$274million is related to the newbuildings.

The JV partners will also make an equity injection in the JV of \$24 million each to meet the JV's working capital requirements. The vessels to be owned and operated by the JV will be managed by Deep Sea Navegação together with certain DESS subsidiaries.

The JV will be governed by a board consisting of two directors from each of DESS and BTG Pactual. **Source :** [MarineLog](#)



The **JUDITH BORCHARD** passing the Antwerp locks : [photo : Jan van Vuuren](#) ©

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## MSC develops business in the Port of Le Havre

MSC develops business with terminal operators Haropa, in the Port of Le Havre. with the launch of 3 new container feeder shipping services. MSC will start a significant phase of business development at their new terminal in the port of Le Havre, by receiving the first vessel for three new feeder services.

By the end of January, 2013, MSC will offer three new weekly feeder services via Le Havre. Operated by vessels of a unit capacity of 1,600 TEU\*, the services will raise the number of weekly maritime calls by the shipping company in Le Havre to 13.





The **MSC TEXAS** outbound from Le Havre – Photo : Fabien Montreuil ©

In addition to the shipping business development in Le Havre, MSC provides – straight from its Port 2000 facilities – four river services along the Seine artery for containers. Seven return voyages per week are thus provided to and from Le Havre with the HAROPA terminals of Rouen, Gennevilliers, Limay and Evry.

Terminal operators at the ports of Le Havre, Rouen and Paris, Haropa, are keen to maximise container traffic capitalizing upon a favorable location at the entrance and exit to the North-European range.

## Fertiliser berth at Vizag port set to hum by end-2014

**ABG-LDA Bulk Handling Pvt Ltd**, a bulk cargo handler, has taken up two major projects at the Visakhapatnam port, one of which is scheduled for completion by end-2014.

Gurpreet Malhi, the CEO of the company, said this on the occasion of achieving financial closure for the fertiliser berth project, estimated to cost Rs 310 crore. The project is being funded by a consortium of four banks headed by the SBH.

He said it would take two years to execute the mechanised berth project which would vastly improve the operational efficiency and reduce pollution at the port, as it would obviate the need for multiple handling.

**“Vizag Agriport Pvt Ltd**, a joint venture between ABG-LDA and IL&FS Maritime, has taken up the project, with a capacity of 6 million tonnes per annum. We are confident of commissioning it ahead of schedule, sometime towards the end of 2014,” he said.

Referring to the other major project, a multi-cargo mechanised berth currently under execution by the ABG, he said it would be ready for commissioning by the end of December. “The berth, estimated to cost Rs 155 crore, is for handling steel, granite and other bulk cargoes. It will have a capacity of roughly 5 million tonnes per annum,” he said.

He said the company was also operating two cranes with a total capacity of 6 million tonnes per annum in the Visakhapatnam port and “after the completion of the two major projects on hand in Vizag port, our capacity in the port will rise to 15-16 million tonnes.”

Referring to other ports in the State, he said IL&FS Maritime had signed a memorandum of understanding with the Andhra Pradesh Government for setting up a 2.5 million tonne per annum LNG terminal and the project was still in the preliminary stages. **Source ; the Hindu Bsinessline ©**



The **PETER SCHULTE** enroute Rotterdam –  
photo : Jan van der Klooster - <http://scheepvaarthoek.blogspot.nl/>

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The **FAIRPLAY 33** anchored off Marina South Pier, Singapore.  
Photo : Alexander Pera, London Offshore Consultants, Singapore ©

## .... PHOTO OF THE DAY ....



The **SKANDI IPANEMA** in Niteroi (Brazil) – photo : Capt Jan Plug ©

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