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**The VOS HERCULES and VOS TRITON moored at the Loyang Supply base in Singapore**  
**Photo : Alexander Pera – London Offshore Consultants Pte Ltd. ©**

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The **REEF LARISSA** on DP waiting to enter the port of Pointe Noire to go to the ILogs offshore quay.

Photo : Marc Veenstra ©

## Uncertainty reigns in newbuilding sector says Braemar Seascope

Uncertainty still reigns true in the global shipbuilding sector with many factors influencing either a return to ordering activity or a continuation of the reduction in interest in newbuildings. "The best case scenario for shipbuilders is for ship finance liquidity to return and for a cut in Chinese overcapacity. There needs to be renewed interest in eco-designs and ships with options such as LNG or Ballast Water Treatment Systems and then possibly any increased



demand will support pricing from the shipyards' point of view," said Mark Williams, Research Director at Braemar Seascope. The worst case scenario is for a continuation in the global credit crunch; weak freight markets continuing to suppress newbuilding demand; input costs and forex turning against the builders; the low point in the contracting cycle extending and also more cash flow problems and failures.

"Investors are unlikely to invest in new tonnage this year without a fair prospect of economic return even if there is a short term recovery in freight markets, with many believing more needs to be done to encourage a return in confidence in the newbuilding sector," Mr Williams told delegates attending the latest Marine Money conference.

While higher scrap prices should encourage owners to renew their fleets, the ongoing credit crunch and weak freight markets are reducing the economic life of today's ships, which are now depreciating to scrap value in their teenage years or early twenties. Mark Williams said that newbuilding prices tended to follow demand with input costs only providing a floor which can be broken through. "When the global shipbuilding backlog is less than about 18 months, yards tend to cut prices for competitive advantage, however prices appear to be bottoming out. There is far too much shipbuilding capacity out there. 2012 was the peak delivery year since the mid-1970s. So it is a question of who will blink first." **Source: Braemar Seascope**



The 2011 built MLT flag general cargo ship **MERLE** leaving Grand Harbour, Malta on Saturday 19th January, 2013 after discharging her cargo at Magazine Wharf. **Photo Szabolcs Pocza** - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

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## **Ship Rates Fall as Australian Storms Hinder Ore and Coal Cargoes**

Iron ore and coal shipping costs slid for a fifth day amid speculation storms in Australia are curbing demand for vessels carrying the steelmaking commodities from the nation's ports. Daily earnings for Capesizes hauling 160,000 metric ton cargoes declined 1.7 percent to \$7,785, according to the Baltic Exchange, the London-based publisher of freight rates. Losses extended across all four vessel types tracked by the Baltic Dry Index, leading the gauge of commodity shipping costs down 0.8 percent to 792, figures showed yesterday.

Capesize rates are 0.3 percent above what owners need to cover operating costs including crew and maintenance, estimates Moore Stephens LLP, a U.K.-based consulting firm. Harbor masters reopened the Australian iron ore ports of

Cape Lambert, Dampier and Port Hedland last week after a tropical cyclone stopped loading. Vessel movements were also halted last week on the nation's east coast, which supplies more than 50 percent of the coal grade used to make steel. "The Pacific market slowed amid continued weather problems in Australia," Frode Moerkedal, an Oslo-based analyst at Platou Markets AS, said in an e-mailed report today. "Activity also declined in the Atlantic with brokers saying vessel availability was building up." Daily rates for Panamaxs fell 0.8 percent to \$5,646 a day, according to the exchange. Supramaxes dipped 0.2 percent to \$7,422 and Handysizes fell 0.5 percent to \$7,057. Australia is the world's largest exporter of iron ore and coal used to make steel, according to data from Clarkson Plc (CKN), the world's largest shipbroker. **Source: Bloomberg**



The **BOA THALASSA** spotted at Quay 500 in Cape Town – Photo : Aad Noorland ©

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## **Baltic Dry Index down to 798 points**

On January 25, 2013, the Baltic Dry Index dropped to 798 points, down 10 points (1.24%) against the level of January 24.

BDI is a number issued daily by the London-based Baltic Exchange. Not restricted to Baltic Sea countries, the index provides "an assessment of the price of moving the major raw materials by sea. Taking in 23 shipping routes measured on a timecharter basis, the index covers Handysize, Supramax, Panamax, and Capesize dry bulk carriers



carrying a range of commodities including coal, iron ore and grain. Because dry bulk primarily consists of materials that function as raw material inputs to the production of intermediate or finished goods, the index is also seen as an efficient economic indicator of future economic growth and production. On 20 May 2008, the index reached its record high level since its introduction in 1985, reaching 11,793 points. On 3 February 2012, the index had dropped 647 points, the lowest since 1986. **Source ; Portnews**



13-01-2013 - the 2011 built GBR flag multicat **NORTHERN PEREGRINE** leaving Grand Harbour, Malta bound for Jeddah, Saudi Arabia - **Photo : Szabolcs Pocza** - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Container ship owners could be sued for slow steaming

Container ship owners who slow steam their vessels could find themselves on the receiving end of legal action, following judgment handed down in the UK's commercial court. Last November, Mr Justice Popplewell dismissed an appeal in the case of Bulk Ship Union **SA v Clipper Bulk Shipping Ltd**, which saw the latter bring a successful action against Bulk Ship Union claiming that its decision to slow steam had left it in breach of the charter clause that states that cargo should be delivered with "utmost despatch".

Clipper Bulk Shipping had chartered the Pearl C bulk carrier in 2006 for nine to 12 months for a series of voyages, but then withheld hire alleging underperformance, "contending that the vessel had failed to proceed with the utmost dispatch; and that the Charterers were entitled to deduct the time lost due to slow steaming", according to law firm Stoner Chambers, which wrote an analysis of the decision. However, the owner, Bulk Ship Union had ordered the vessel's master steam below 13 knots, the warranted speed specified in the charterparty. A tribunal court concluded that the owner had breached the agreement, and Justice Popplewell upheld that decision after **Bulk Union Ship** appealed.

While the case was in the bulk shipping sector, lawyers contacted by The Loadstar have argued that it could also have relevance to the container shipping sector, leaving owners liable to court action from containership charterers, because the decision gives charterers a greater chance of success in any legal action. Matthew Gore and Daisy Rayner, associates at law firm Holman Fenwick Willan, told The Loadstar: "We think the Commercial Court decision in the Pearl

C will definitely be relevant to the container industry, as it has confirmed that where an owner deliberately slow steams and consequently underperforms, this will constitute a breach of the implied duty of utmost despatch, entitling the charterer to deduct the time lost under the off-hire clause. "The case established that the performance warranty will be the benchmark for assessing whether a vessel has in fact proceeded with utmost despatch. The Pearl C was of course a bulk carrier, but we think the decision would apply equally to the container trade.

"Charterers of container vessels will welcome the decision in the Pearl C, as it not only confirms the known position that owners can be called to account for slow steaming, but also establishes more clearly how it will be judged whether a vessel is in fact slow steaming. Charterers in the container industry are increasingly choosing to slow steam themselves, but they need to meet their schedules and so will oppose any slow steaming by owners which threatens those schedules." While much of the fallout from slow steaming in container shipping has focused on the way in which it has soaked up excessive capacity on the major deepsea trades in the face of weak demand, and achieved huge savings on bunker costs – but at the same time it has placed significant extra costs on shippers because ever larger amounts of working capital are tied-up in goods that in transit for increasingly long periods. "Slow steaming is of course unpopular with shippers, because while it may soak up excess capacity, reduce CO2 emissions and reduce bunker costs for carriers, shippers have not generally benefited from the financial upside which carriers have, although some do report improved schedule reliability," Mr Gore and Ms Rayner continued. "This however, comes at a cost for shippers in terms of the working capital which is tied up for longer, with the inherent problems of inventory management and cashflow challenges which arise from cargo being at sea for longer periods of time." However, shippers hoping that the case may give legal precedence on which to launch actions against container lines which favour slow steaming are likely to be disappointed, Mr Gore and Ms Rayner warn. They point to the fact that most lines' standard terms and conditions in contract of carriage contain clauses absolving them of any liability if a shipment takes longer to deliver than advertised or expected. The following is from Mediterranean Shipping Co's T&Cs: "The carrier does not promise or undertake to load, carry or discharge the goods on or by any particular vessel, date or time. Advertised sailings and arrivals are only estimated times, and such schedules may be advanced, delayed or cancelled without notice. In no event shall the carrier be liable for consequential damages or for any delay in scheduled departures or arrivals of any vessel or other conveyances used to transport the goods by sea or otherwise."

Source: Loadstar

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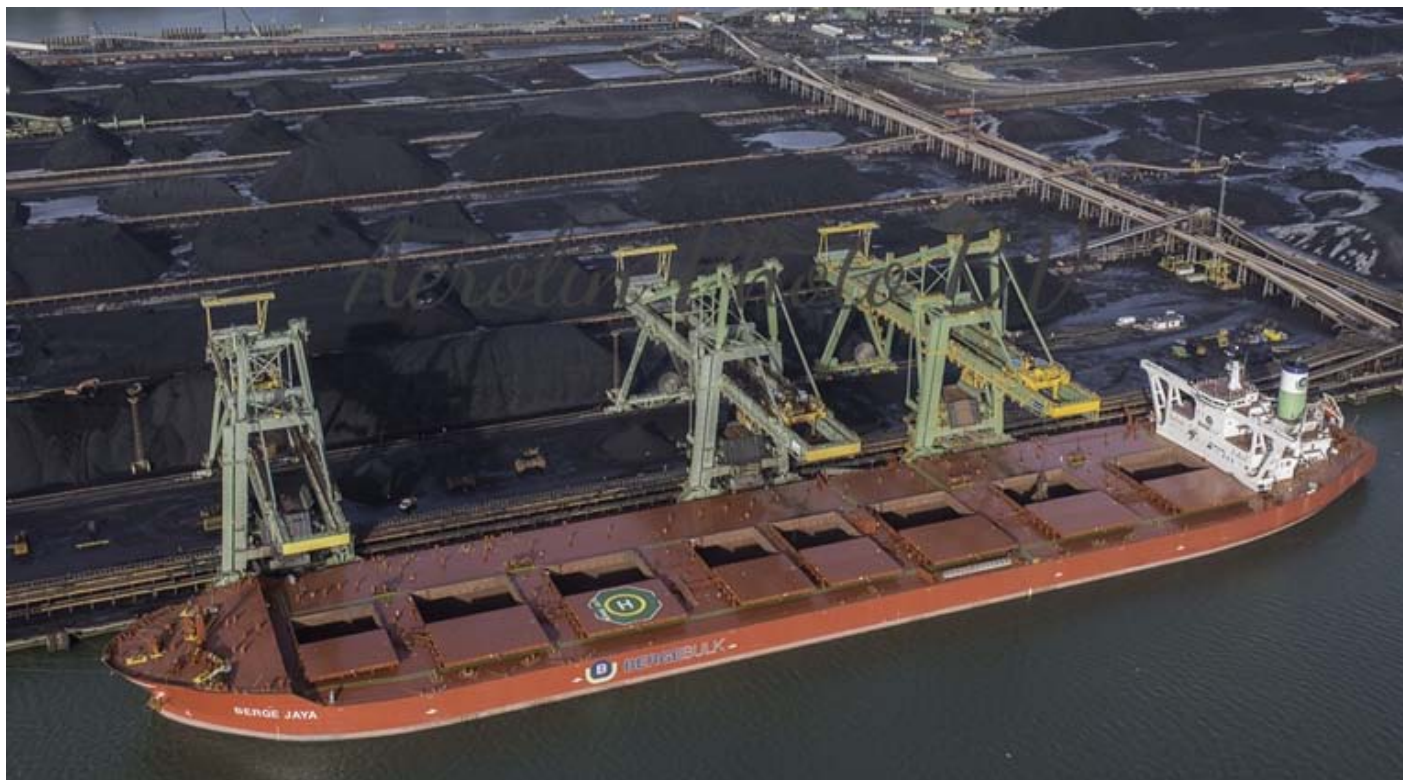
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THE VALEMAX bulk carrier **BERGE JAYA** moored at the **EMO** terminal in the Mississippi harbour in Rotterdam-Europoort getting discharged by the 3 giant 85 tons cranes operated by the **EMO** at the same time

Photo Hans van der Linden.....[www.aerolin.nl](http://www.aerolin.nl).....[AerolinPhotoBV](http://AerolinPhotoBV) ©

## Star Cruises signs long-term Preventive Service™ contract with ABB

Long-term Preventive Service agreement will increase reliability and extend equipment life-time through scheduled maintenance procedures. Zurich, Switzerland, January 23, 2013 – **ABB**, the leading power and automation technology group, has won a long-term service contract from Star Cruises for preventive maintenance of all ABB equipment onboard SuperStar Virgo for the next five years. The approximately US\$ 1 million contract was signed in the fourth quarter of 2012 and commences in January 1, 2013.

Star Cruises, the world's third largest cruise company, has led cruise development in the Asia-Pacific region, where it operates seven vessels between the ports of Singapore, Port Klang (Malaysia) and Hong Kong. Star caters to Asian passengers as well as to North Americans, Europeans and Australians interested in Asian destinations. Its energy saving program has given Star Cruises a best-in-class status in the cruise industry.

"A lot of effort and time has been put into coordinating several small service providers to do the maintenance of Star vessels", Mikael Mattsson AVP Marine Operation, Star Cruises. "Through this service agreement, ABB becomes our sole service provider for equipment such as rotating machines, switchgears, transformers, drives, automation etc, considerably optimizing the maintenance process". "The market is looking for ways to increase safety and uptime of vessel operation, while extending the lifecycle of their assets and making costs more predictable", said Heikki Soljama, Head of ABB's Marine and Cranes business. "ABB has responded very successfully to this demand with a wide range of service agreements that provide security to our customers' operations and business. In ABB, this has been the basis for building long-lasting and trusting relationship with ship managers and ship owners".

The service contract covers periodic maintenance visits scheduled when they least disturb **SuperStar Virgo** operations. A long-term approach to maintenance and reduction in the variable costs caused by maintenance-related actions make budgeting more predictable. Additionally, the contract ensures effective communication and transparency between Star ship-management and ABB engineers.

ABB ([www.abb.com](http://www.abb.com)) is a leader in power and automation technologies that enable utility and industry customers to improve performance while lowering environmental impact. The **ABB Group** of companies operates in around 100 countries and employs some 135,000 people.

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At the Kaohsiung, Taiwan anchorage the two SAL tugs " **SALVAGE ACE**" and the "**SALVAGE CHAMPION**" carry out general maintenance - **Photo : Richard Qualm ©**

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## **Northern Sea Route to see religious procession in 2013**

Patriarch Kirill of Moscow and All Russia at a meeting with the head of the Yamalo-Nenets Autonomous Area Dmitry Kobylkin supported the idea of the regional authorities to carry out a religious procession along the Northern Sea Route, press center of the regional governor reports. "The Northern Sea Route opens new opportunities not only for



Yamal but for entire Russia as well. Our task is to transform the seaport Sabetta being currently built in the Area into a multifunctional hub," Dmitry Kobylkin noted during the meeting. He underlined that in the future Yamal towns and districts linked in the framework of the Northern Latitudinal Railway will be also connected with Sabetta port thus providing the way from the southern regions of the Ural Federal District, Siberia, Tatarstan and Bashkortostan towards the Northern Sea Route.

## NAVY NEWS



Last Monday The brandnew Dutch OPV **FRIESLAND** departed from Den Helder naval base bound for Willemstad (Curacao) to act for the next 4 months as guard ship in the Caribbean - [photo : Ron Damman – www.newdeep.nl ©](#)

## India's Vikramaditya to undergo final trials in mid-2013

India's delayed aircraft carrier **INS Vikramaditya** is to undergo trials this summer prior to its delivery to the Indian navy.

Trials cannot commence before June as the port of Severodvinsk, at which the ship is moored, will be icebound until then, Russia's embassy in New Delhi says in a statement on its website. An Indian navy source separately confirms that "delivery acceptance trials" will take place this summer, setting the stage for final delivery to the service.

"On acceptance of the ship from the builder, it will be formally commissioned with the Indian tri-colour being hoisted on top of ship, after which it will start its journey towards India," says the embassy. "The navy intends to commission the ship in Russia and sail it back to India by October-November 2013. It is expected to join active service by December."

The **Vikramaditya** underwent 100 days of sea trials in 2012, culminating in successful flight trials involving RAC MiG-29K/KUB aircraft flown by Russian pilots in November.

The ship's delivery, originally planned for December 2012, was delayed by a problem with its propulsion system that emerged shortly after the successful flight trials. This forced the ship back to port for remediation work.

New Delhi ordered 12 single-seat MiG-29Ks and four twin-seat MiG-29KUB aircraft in 2004, the same year it ordered the warship, formerly the Soviet carrier **Admiral Gorshkov**. Disputes about costs delayed work on the vessel, but in March 2010, New Delhi and Moscow agreed on a \$2.3 billion price tag for the ship. India also decided to obtain an additional 29 MiG-29Ks. [Source : Flightglobal](#)



28-01-2013 The Dutch Frigate, " **F 804 De Ruyter** " seen outside Grand Harbour, Valletta, Malta, doing military exercise with the Armed Forces of Malta, **Photo : Gaetano Spiteri. ©**

## SHIPYARD NEWS

# IHC Merwede introduces new IHC Packhorse™ offshore support vessels



**The technology innovator.**

IHC Merwede has extended its product range with the introduction of a new series of IHC Packhorse™ offshore support vessels at an official launch event in Singapore yesterday evening, organised by IHC Asia Pacific, a subsidiary of IHC Merwede.



**Photo's : Piet Sinke ©**



This latest development reinforces the company's internationalisation strategy, which aims to provide a choice of designs and build locations to its customers on a global basis. The range of vessels consists of: the **IHC Packhorse** which has been positioned as a platform support vessel (PSV); and the **IHC Packhorse-Maxi**, which is a variant on the basic hull form, providing a 59-person accommodation unit and a range of options designed for subsea support on IRM work, light construction and cable laying projects. **IHC Merwede** offers the portable equipment for the **IHC**



**Packhorse-Maxi**, either as an in-house supply package or as specified by customers, depending on their preference.

The new **IHC Packhorse** range will initially be built through the cooperation agreement established between **IHC Merwede** and **Jaya Holdings**. **Jaya Holdings** CEO,

Venkatraman Sheshashayee, says, "We welcome the launch of the IHC Packhorse as another key step forward in our ongoing cooperation with **IHC**

**Merwede**. This is an exciting development in the market to offer vessels built with European quality at Asian prices." IHC

Merwede's President, **Govert Hamers**, explained that, while **IHC Merwede** was best known in the offshore sector for

innovative custom-built vessels, it had recently extended its product range with the **IHC Supporter® Class**. "This is a cost-effective mid-size vessel, which offers a reduced build time and flexibility in the selection and configuration of mission equipment by virtue of its modular construction. The **IHC Packhorse** range represents the first move to extend our product portfolio into the volume market, while continuing to be a dependable partner for offshore operators."



In its pure-play PSV form, the **IHC Packhorse** represents a vessel, which has been optimised through discussions with operators and charter companies to meet the needs of deep-drilling and deep-water support. Its main features are a large working deck, a fuel-efficient hull form, optimised power distribution and a flexible tank configuration. The same platform is used for the **IHC Packhorse-Maxi**, which has dual-stability books for operation as a non-SPS PSV at

deeper draught. It has also been designed for the easy retrofitting of a heli-deck and is pre-strengthened to accommodate a 100-tonne heavy compensated crane.

The large deck can carry various mission spreads, including diving support, ROV operation and cable laying, with portable equipment designed and manufactured by IHC Merwede or as specified by the customer. The **IHC Packhorse** utilises a low-cost highly efficient solution for the power distribution system developed by IHC Drives & Automation (part of IHC Merwede). Portable dive systems and cable lay solutions are available for the **IHC Packhorse-Maxi** from two of **IHC Merwede's** other business units, **IHC Hytech** and **IHC Engineering Business**. This ensures the efficient integration of the equipment into the vessel's operating systems.



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The **SMIT ANGOLA** was transported by the **LIMBURGIA** and **SHADOW** into the drydock at **Damen Shiprepair** in **Schiedam** photo : **Jan Simons** ©

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## A&P Falmouth one stop shop is open for business

**A&P Falmouth**, part of the **A&P Group**, is superbly situated on the gateway to the English Channel, in the 3rd largest, natural deep water harbour in the world. Falmouth is close to the Western Approaches on the busiest shipping lane in Northern Europe.

Falmouth bay is positioned (50 west) just outside the North Sea ECA region, the region where ships have to run their engines on low sulphur fuel oil. Vessels can sit in Falmouth bay without having to switch over to low sulphur fuel.

Falmouth has shore side workshops and resources for afloat repairs in Falmouth bay. These include but are not, limited to, machining, engineering, fabrication, electrical, plumbing, and painting. With a well developed local supply chain of OEMs such as work boats, diving, turbo charger servicing, Hydraulic engineering, together providing the full range of marine repair services.

### **Recent afloat projects;**

#### **Anchor replacement.**

The vessel was on route to Russia and had lost its 12 ton anchor in heavy weather. With a spare anchor onboard, which was lifted onto the deck of a work boat and positioned under the missing anchor. **A&P** supplied labour and materials to attached the spare anchor allowing the vessel to continue on its voyage.

#### **Edvart Schulte**

#### **Gangways load test.**

The vessel was on route south to South Africa and required two onboard gangways testing and certifying. A&P Falmouth sent labour and water bags out to the vessel. Within a few hours the testing was complete to the satisfaction of class and the vessel was on its way, ready to start its next charter.

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Biglift's **TRAVELLER** in drydock at **Shipdock in Amsterdam**.  
Photo : Lourens Visser [www.NavCom.org](http://www.NavCom.org)



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Photo of the **TERASEA FALCON** taken during final docking in **Japan Marine United yard in Yokohama, Japan**.  
The vessel will be undergoing bollard pull test and sea trials before delivery on 15 March 201

## OCEANTEAM SHIPPING ASA - ORDER OF NEW 2000T/4000T MODULAR CAROUSEL

**Oceanteam Shipping ASA** announced today that it has taken up one of its options and ordered a new, OTS design, 2000t modular carousel system, which will be delivered in April 2013. The new patented OTS carousel series are

designed for flexibility and quick mobilisation on standard modern PSV/CSV type vessels with limited deck load capacity for this type of equipment. The modular systems are delivered to the mobilisation site in 40ft containers and can be mobilised without vessel under deck reinforcement requirements. All system components are 'plug and play' and interchangeable. The 2000t carousel is delivered in such a way that it can be extended to a 4000t load capacity carousel in a short period of time.

As a result of this new philosophy the equipment can be transported and mobilised to any port around the world in a cost effective manner using, for example, standard container shipment routes and trucks. "Based on our successful delivery of the 1250t modular carousel in April 2012 and its well-executed projects since, we wanted to fulfil the demand on larger size modular carousels and by doing that cover a full range of solutions, says CEO of Oceanteam Shipping, Haico Halbesma".

**Oceanteam Shipping ASA** owns and operates from its deep water base in Velsen, The Netherlands a large pool of carousels, tensioners and burial equipment which it supplies and rents to a broad client base around the world to support offshore cable, pipeline and umbilical installations, transport and storage projects.



The **SAIPEM 3000** anchored off in the bay of Pointe Noire  
Photo : **Marc Veenstra** ©

## **Noble Corp profit hit by downtime for deepwater rigs**

**Noble Corp**, owner of the world's third-largest offshore drilling fleet, on Wednesday reported a lower-than-expected quarterly profit as it struggled with maintenance for five high-end rigs, even as worldwide demand grew for such units.



Fourth-quarter net profit was \$128 million, or 50 cents per share, compared with \$127 million, or 50 cents per share, a year earlier, though revenue grew by 29 percent to \$966 million. Analysts, on average, had expected a profit of 61 cents per share, according to Thomson Reuters I/B/E/S.

Chief Executive David Williams said the "inconsistent operating performance" was due mainly to five rigs that just emerged from the shipyard last year, and yet accounted for a third of the downtime days last quarter. Three of them were brand-new rigs, while the other two had been retrofitted.

"Initial operations on these five rigs have not been as seamless as we had hoped, particularly with respect to certain critical components," Williams said in a statement. Across the fleet, average rig utilization improved, rising to 83 percent from 79 percent a year earlier, though the figure for its deepwater semisubmersibles declined to 85 percent from 88 percent.

The outlook for offshore drilling in general, however, remained promising. "We continue to see strong customer demand across all the regions in which we operate and are fortunate to have technologically advanced drilling units to offer clients as they plan exploration and production spending beyond 2013," Williams said. **Source ; Reuters**



the **Bugsier 21** and the **Thorax**, preparing for the hand over of the anchor wire of the **SEAFOX 1** to cross underneath the bridge in the Leman Field 49/27B- photo **Tjibbe Bruinsma**. ©

## **DP World: All set for a new voyage in India**

It may not be the best of times for private terminal operators at the Government-owned major ports in India. Prolonged uncertainty over tariff regulations, continuing apathy of decision makers and the not-so-encouraging economic outlook have long dampened the spirits of these operators, mostly global players. Yet, some of them see the long-term business potential in the country's vast port sector and they quietly work out strategies to fortify themselves to grab growth opportunities. Among them is DP World in India.

The company, majority owned by the Dubai Government, is the biggest container port operator in India, handling close to 40 per cent of the country's container volume through its five terminals. **DP World** is all set for an organisational restructuring in India. The company proposes to transfer all its local assets to a newly incorporated company in India, named Hindustan Ports.

**Local flavour**

This holding company will be the vehicle for the global port operator's future investments in India. In fact, the new company has recently obtained the Foreign Investment Promotion Board's approval to bring in Rs 440 crore as equity investment in a new project at the Jawaharlal Nehru Port, estimated cost for which is Rs 900 crore.

The restructuring is said to be aimed at consolidating and 'Indianising' the local assets, which would make their overall management easier and help route investments directly. DP world's investments in India so far have been reportedly routed through Mauritius. The restructuring could help direct investment through the holding company. Besides, it is said that the holding company would be a strong entity, which could diversify the risks in earnings at a weak terminal. However, analysts see the move as part of a strategy to enhance the company's valuation with an eye to tap the local capital market for funds in the future. Probably, the name Hindustan Ports, would have a better appeal locally, it's a clever strategy, said an analyst.

A company official, however, said there was no immediate plan to go for a listing in India. DP World is listed on the London Stock Exchange. DP World, the third-largest terminal operator in the world by volume, has five operating terminals in India — at JNPT, Mundra (Gujarat) Chennai, Kochi and Vizag. Of these, the first three are fully owned by DP World. It holds 80 per cent stake in Vallarpadam container terminal in Kochi, and 26 per cent in the Vizag terminal. Each terminal is now owned by a separate special purpose vehicle (SPV). After the restructuring, Hindustan Ports will be the promoting company for all terminals. According to reports, the Dubai firm has so far invested more than \$1 billion in the country.

Besides container terminals, **DP World** also has a logistic service company in India — Container Rail Road Services Pvt Ltd, started five years ago. It has a category-I licence from the Railways to operate container trains. The company moves containers by rail and road, providing connectivity between port and hinterlands.

### Major entry

The Dubai port operator came to India more than a decade ago. It took a 26 per cent stake at a container terminal at Vizag in 2002. Three years later, it signed a significant agreement with Kochi Port to set up an international transshipment container terminal.

But DP World's Indian assets got expanded after it acquired the UK Port group P&O in 2006 for \$6.8 billion, piping PSA of Singapore in a closely contested race. Overnight, it got control of three container terminals in India along with several others owned by the P&O group across the globe.

Today, DP World has emerged as a major force to reckon with in the Indian port sector. In 2012 its five terminals together handled 3.92 million TEUs, out of the total 9.8 million TEUs handled by all ports in India. It's set for further capacity expansion. The recently awarded 330-meter berth at JNPT will have an initial capacity of eight lakh TEUs. Once this project is completed, expected in 2015, the company's installed annual container handling capacity in India will exceed five million TEUs. Last year DP World got a boost in India with the Government granting its long-standing demand of Cabotage exemption for the Vallarpadam International Transshipment Terminal. The policy relaxation, allowing foreign lines to operate feeder services from and to the terminal, was given against strong opposition from Indian shipping lines. It is expected to help the port to attract main-line vessels and improve its transshipment volume. No wonder, Vallarpadam has set an ambitious target of eight lakh TEUs (more than double of last year's throughput of 3.25 lakh TEUs) for the current year.

### Grey areas

But all is not rosy for DP World in India. Last year, the Tariff Authority for Major Ports (TAMP) cut rates at its Jawaharlal Nehru Port terminal by 27.85 per cent. It moved the court and the case is still pending. The terminal is governed by the 2005 TAMP guidelines and the Government is yet to decide on the plea to scarp them. At Vallarpadam, it needs to increase the transshipment volume, which is not an easy task.

Despite the setback on the tariff front and other operational difficulties, Anil Singh, who heads DP World in India, appears to be bullish on the company's new project. At the celebration of the 15<sup>th</sup> anniversary of the terminal his company operates at Jawaharlal Nehru Port, Singh said he will complete the 330-metre berth within 15 months, much ahead of the 24-month deadline. It could have been said in a celebratory mood, yet it reflects his optimism to complete the project on time — something that rarely happens in India. Hope this optimism could stand him in good stead to complete the new exercise to restructure the company's local assets.

Will the revamping of assets be the beginning of a new voyage for DP World in the country? Will it help it to discover more wealth at the Indian shore? Only time can tell. **Source: The Hindu Business Line**



the **GRANDE AMBURGO** leaving valletta port 27/01/2013 photo : **Mario Schembri** ©



28-01-2013 Stern trawler **MAARTJE THEADORA** in heavy weather Atlantic Ocean south west of Ireland.  
**Photo : Arie – Ch. Engineer** ©



# SWIRE OILFIELD SERVICES Challenge

OTHERS TO JOIN THEM IN GETTING FIT FOR A GOOD CAUSE



**Swire Oilfield Services**, the leading global provider of offshore cargo carrying solutions, modular systems and associated services, is the main sponsor for this year's Bike Balmoral and Great Drumtochty Challenges, as part of the company's New Year resolution to get fit whilst fundraising for a good cause.

This is the first year that **Swire Oilfield Services** has sponsored the **Bike Balmoral** event, which takes place on 16th June 2013 and the second year the company has sponsored the Great Drumtochty Challenge, a one-day mountain bike orienteering competition on 26th May 2013.

The Bike Balmoral event provides vital fundraising for the charity CHILDREN 1st, established more than 125 years, the charity aims to build a brighter future for Scotland's vulnerable children and families. Beyond offering individuals a chance to fundraise for a deserving cause, Bike Balmoral is the only event that allows those involved direct access to the grounds of Balmoral Estate, one of Scotland's most prestigious attractions, which has been owned by the British Royal Family for the past 150 years.

Now in its sixth year, the event now offers something for everyone on a bike. The four routes include: The Swire 50K Challenge, a new and challenging event for corporate teams and individuals over 18 years of age; The Schools Challenge, which allows 14 and 15 year olds to cycle one 16k loop in teams of four, while 16 and 17 year olds cycle two 16k loops;

The Scenic Cycle, a separate lowland course, following the River Dee is a 16k route suitable for cyclists of all ages and abilities.

Nick Coaton, Swire Oilfield Services' group commercial manager, said: "We are delighted to be the main sponsor for Bike Balmoral and to provide support to CHILDREN 1st in protecting Scotland's vulnerable children and families. As a company, we recently launched new £4 million global headquarters in Aberdeen and are investing £35 million in North Sea operations this year, showing our commitment to the region and Scotland as a whole. "Bike Balmoral offers entrants a challenge specific to both their needs and abilities, whether that is as part of a corporate, school or family team, or as an individual. Participants have an opportunity to fundraise for a fantastic cause, while enjoying beautiful, rarely explored surroundings. As part of the Swire Oilfield Services corporate team taking part I cannot wait to get on my bike and I would encourage others to get involved."

Morag Murray, event organiser for Bike Balmoral, said: "This is the sixth year that the event has run and I truly believe that it is set to be bigger and better than ever before. "With a new and improved challenge for everyone and a chance to get fit, we encourage people to sign up and with the support from Swire Oilfield Services we can look to raise as much money as possible for CHILDREN 1st."

The Great Drumtochty Challenge, started in 1998 by the Brechin Cycle Club now attracts mountain bikers from all over Scotland. The competition encourages teamwork and skill development – whether it is bike handling, map reading or motivational skills. It was these elements of the event that inspired the newly formed corporate team category introduced by Swire Oilfield Services. At least four employees of the company will be endorsing the event by taking part. Companies are encouraged to sign up for the event, with the opportunity to win a trophy. The winners will be invited to come back and defend the following year.

Roy Burrell, **Swire Oilfield Services** director & general manager UK, said: "Sponsored by our UK team, The Great Drumtochty Challenge is a fantastic event and we are excited to be the main sponsor. Having completed the challenge twice already, it always provides a great team building opportunity, requiring strategic thinking and practical planning, similar to that of business and I look forward to entering again this year."

To find out more about Bike Balmoral and sign up please visit: <http://www.bikebalmoral.co.uk/>

To find out more about the Great Drumtochty Challenge, please visit

<http://www.drumtochtychallenge.co.uk/joomla/index.php>



**Vroon Offshore Services** is pleased to announce the order of two newbuilding platform-supply vessels (PSV), with an option for two additional vessels. After an extensive tender process, contracts have now been signed for the vessels, which will be constructed at **COSCO Guangdong Shipyard in China**.

## **Ships transiting normally through Suez Canal as Egypt protests continue**

Shipping traffic through the Suez Canal is normal despite ongoing protests and curfews at Egyptian cities near the vital international waterway, a shipping agency source handling vessels moving through the canal said. "There are no delays on vessel transiting through the Suez Canal. The only thing that is not happening at the moment is crew changes and cash transfers to the shipmasters at Port Said because of the curfew," the shipping agency source said. Several other shipping sources added that tankers were passing through the 193.3 km (119.8 mile) long canal, the key sea lane for crude and clean petroleum product movement from Asia to Europe and the other way round, without any delays.

Meanwhile, the Sumed oil pipeline linking the Red Sea with the Mediterranean is also operating normally, shipping sources said.

Egyptian President Mohamed Morsi has declared a state of emergency in three provinces of the country hit by rioting which has left dozens dead, Agence France Presse reported. In an address on state television Sunday evening, Morsi said the emergency measures would come into effect in the provinces of Port Said, Suez and Ismailiya "for 30 days starting at midnight (2200 GMT Sunday)."

Curfews would be imposed on the same three provinces from 9:00 pm until 6:00 am, he added -- and he warned he would take further steps to confront threats to Egypt's security if need be. Morsi acted after a second day of rioting rocked Port Said Sunday, sparked by death sentences handed down by a court on Saturday against some of those convicted over deadly football riots last year. Sunday's violence left another six people dead and more than 460 injured, according to medics, AFP reported. Unrest also erupted on Sunday in Suez, another canal city, where protesters surrounded a police station, lobbed Molotov cocktails at security forces and blocked the road leading to the capital, security officials said. **Source: Platts**



The **ADELANTE** enroute Amsterdam – Photo : Ruud Coster ©

## Fairmount tugs deliver Tamar jacket in Mediterranean Sea



Tugs **Fairmount Summit** and **Fairmount Alpine** have delivered the new build **Noble Tamar jacket** at location in the Tamar gas field in the Eastern Mediterranean. Both tugs towed the barge on which the jacket was loaded from the US to the field South-East of Cyprus. The 18,500 ton jacket was build in the US. In Corpus Christi the jacket

was loaded on the 260 meters long barge **H-851**, world's largest launch and cargo barge owned by **Heerema Marine Contractors**. **Fairmount Marine**, part of the **Louis Dreyfus Armateurs Group**, was contracted by **Heerema Marine Contractors** and mobilized the tugs **Fairmount Summit** and **Fairmount Alpine** to Corpus Christi. From this port the convoy set sail for the 9,000 miles voyage. It took only 54 days at an average speed of 6.9 knots to deliver the barge in the Tamar field. Upon arrival the Fairmount Summit and

Fairmount Alpine assisted in the launching and installation operations. The Tamar gas field is classified as the largest deepwater natural gas discovery in 2009. Production is expected to start in the second quarter of this year. After launching the Tamar jacket Fairmount Alpine was released and went on to her next assignment. Fairmount Summit continued with barge H- 851 for a 5,150 miles voyage towards the Far East. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, and a multipurpose support vessel. Fairmount Marine is part of **Louis Dreyfus Armateurs Group**.





The **EUROGRACHT** outbound from Amsterdam – Photo : Joop Marechal ©

## CONTINUED GROWTH IN TRAFFIC HIGHLIGHTS REGIONAL IMPORTANCE OF ABERDEEN HARBOUR

Aberdeen Harbour recorded significant growth in activity throughout 2012 with total vessel tonnage for the year increasing by more than eight per cent, from nearly 26million tonnes to just over 28million tonnes.

The increase highlights the continued importance of Aberdeen Harbour to the energy sector operating in the UK Continental Shelf, as well as general commercial traffic, with the total tonnage of cargo also up almost 8 per cent from 4.76million tonnes in 2011 to 5.14million tonnes in 2012.

In addition to larger tonnages and cargo throughput, the overall number of vessels entering the port also grew, from 7,784 in 2011 to 8,142 in 2012 and included a number of vessels entering the port for the first time following the completion of a £5.2million project to widen and deepen the navigation channel.

Colin Parker, chief executive of Aberdeen Harbour Board, said: "We continue to see significant year on year increases in vessel numbers and cargo throughput, which underpins the important role Aberdeen Harbour plays as a key strategic resource to offshore activity in the North Sea and wider international energy sector. We have also seen an increase in general commercial traffic to international locations such as Norway, Russia and Africa.

"It is also clear that our decision to widen and deepen the navigation channel has had a positive impact on our business and highlights our commitment to ensure that our customers and continue to receive a world class service."

In order to respond to growing demand for space and services, Aberdeen Harbour Board has submitted an application as a candidate to the Scottish Government's National Planning Framework review. In support of this the Board have produced their Directions for Growth document which outlines the findings from an ongoing feasibility study, which was launched in September last year, to assess the viability of potential expansion options for a new or improved harbour facility.

The identification of possible sites and the emergence of a potentially preferred site in Nigg Bay or the continued development of the existing harbour, will be subject to additional analysis including traffic modelling and environmental appraisal. "Any future development of the port will require a robust business case, however, Aberdeen Harbour is a key regional resource that generates more than £500million for the North East economy annually," adds Mr. Parker. "Potential development opportunities will help safeguard the port and the city's position within the energy industry, ensuring the harbour is equipped to accommodate the growth in activity anticipated in the years to come.

"Development of current port facilities has allowed us to accommodate larger vessels, so with this and increasing traffic projected, enhancing facilities will ensure Aberdeen continues to meet the needs of customers while attracting new business to the North East of Scotland."



29-01-2013-The **PENGUIN ARROW** outbound from Busan – Korea - Photo : Frank van Hoorn ©

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



the Cork Pilot launch "**Gleann Mor**" passing Roches Point outward on Pilotage duties.

Photo : Aidan Fleming ©

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