



Number 331 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 27-11-2013**

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The 1999 built WESTERN TRIDENT anchored off Singapore last Sunday , the 8369 GRT 92.5 mtr long Research Survey vessel is built at the Ulstein Verft AS - Ulsteinvik under Yard/hull No.: 241 and is powered by 2 Normo BRM-9, 4 Stroke Engines built by Ulstein Bergen AS – Norway of 3,972 kW (5,400 hp) each for a service speed of 16 knots

Photo : Piet Sinke ©

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IN MEMORIAM

Wat was je sterk en arbeidzaam
Steeds heb je voor ieder klaar gestaan
Flink was je, je hele leven,
Moedig ben je tot het eind gebleven.
Flink wil je dat wij ook zullen zijn,
Maar afscheid nemen doet zo'n pijn

Na een strijdlustig en moedig dragen van zijn ziekte, was deze uiteindelijk toch sterker dan zichzelf. Ondanks deze strijd is vredig van ons heengegaan.

WILHELMUS BARTHOLOMEUS VAN WIJCK

~ WILLEM ~

In de leeftijd van 64 jaar

Gelegenheid tot afscheid nemen op vrijdag 29 november van 11:00 tot 11:20 uur in crematorium "De Ommering, Opreseweg 3 te Spijkenisse.

Aansluitend vindt de crematieplechtigheid plaats om 11:30 uur

Na de plechtigheid is er gelegenheid to condoleren in de ontvangst ruimte van het crematorium

******* WILLEM RUST ZACHT *******

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Cruise Industry Responds in Wake of Typhoon Haiyan



HAL's **VEENDAM** anchored off George Town (Grand Cayman) **photo : Peter Melman ©**

On Friday, November 8, one of the most powerful storms ever recorded slammed the central Philippines. Typhoon Haiyan's devastating winds approached 200 mph and whipped up a storm surge that reached 12 to 15 feet.

Entire villages were swept away, and the infrastructure that supplies fresh water, electricity, communications and sanitation was severely damaged. According to reports from the Red Cross, approximately 10 million people across 40 provinces have been affected, and as many as 600,000 people have been displaced.

At this writing, the National Disaster Risk Reduction and Management Council in the Philippines has reported the official death count at 4,011, plus at least 1,602 missing and 18,567 injured.

Filipinos make up a large percentage of the crews that staff cruise ships, and numerous cruise lines have stepped up to provide support.

Filipinos are the largest nationality represented on the cruise lines of the Royal Caribbean family of brands, which includes Royal Caribbean, Celebrity, Azamara, Pullmantur and Croisières de France. More than **12,800 employees** of Royal Caribbean Cruises Ltd. call the Philippines home. The company committed \$1 million toward disaster aid, sent an emergency team to the hardest-hit areas and is helping employees connect with relatives in the Philippines.

Carnival Corp. and its affiliated brands -- which include **Holland America, Princess, Seabourn, Costa, Cunard** and P&O Cruises -- have partnered with the Miami Heat basketball team to pledge at least \$1 million toward typhoon relief efforts. The company is providing free phone calls and Internet access and personalized logistical support to its Filipino staff.



The **SEABOURN LEGEND** moored in the port of Haifa – Photo : Peter Szamosi ©

Each of the affiliated brands have made contributions. **Cunard** and **P&O** donated \$100,000. **Holland America** and **Seabourn** pledged \$25,000 toward disaster relief. **Costa** has donated \$100,000 to a crew fund. **Princess** also has made donations to relief organizations. Norwegian has set up a relief fund for crew members and their families and is helping employees contact family and make travel arrangements. Finally, **Vacations To Go** has donated \$25,000 to the American Red Cross to support relief efforts in the Philippines. I have written before in this column of my admiration for the gracious and talented Filipino crew members I have had the pleasure of meeting on cruise ships, of their ability to deliver inspired service with a smile to an ever-changing audience of demanding passengers while living for months at a time away from their homes and families. Our thoughts and prayers are with those who are injured and suffering and those who lost loved ones, homes and businesses.



Fitch: Shipping Losses to Stay High for German Banks in 2014

Losses from shipping portfolios are likely to remain high in 2014, particularly for German banks with large exposures to the sector and higher-risk financing structures, Fitch Ratings says. Nordic banks' smaller and more diversified shipping portfolios are likely to stabilise first, although they will stay under pressure until a sustainable recovery for the sector emerges. German banks active in ship lending, such as HSH Nordbank, NordLB and Commerzbank, may be more affected in the ECB's asset quality review and stress tests in 2014.

While we do not consider there to be any material underestimation of shipping risks at German banks, the assessments are likely to include a focus on shipping. In addition, the riskier Kommanditgesellschaft or limited partnership structures commonly used for ship financing in Germany before the start of the shipping crisis remain a particular burden on German ship portfolios.

In contrast, the downside risk on shipping exposures is limited for Nordic banks because they were typically more conservative in financing structures, have more diversified portfolios and focus on larger ship companies with multiple cash flows and fleets for collateral. The Nordic banks are also more focused on offshore and logistics.

The shipping sector does not represent a material proportion of loans. This approach means that loan impairment charges for shipping portfolios are likely to stabilise earlier for Nordic banks, although given the individually large exposures, they are likely to remain volatile quarter by quarter. Nordea has reported a third consecutive quarter of declining loan provisions for its shipping, offshore and oil services unit at 68bp of loans in 3Q13, down from 185bp in 4Q12.


Many banks are trying to sell shipping portfolios or wind down exposures. For example, last week Norway-based DNB Bank sold its debt position against a distressed shipping firm. The UK's Lloyds Banking Group was reported to have sold a USD500m-plus portfolio of shipping loans this month. HSH Nordbank announced the sale of 10 vessels in April. We believe more asset sales are likely in 2014 and 2015.

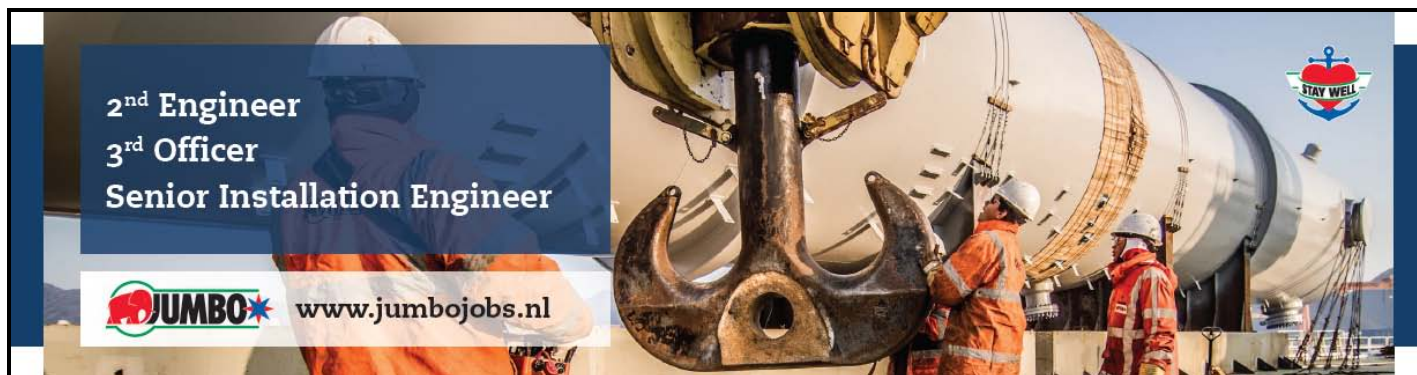
Commerzbank reduced its exposure to shipping loans by around 10% in the first nine months of 2013. There may be a benefit from exiting these exposures ahead of the asset-quality review. Our ratings already factor in the shipping crisis lasting until at least end-2014. There were some signs of improvement in 3Q13, for example in freight rates for large dry bulk vessels. But the oversupply of vessels in dry cargo, container and crude tanker markets means that market imbalances persist, so a full recovery is some time away. Nevertheless, the order book of new vessels has fallen significantly since 2008 and should eventually lead to a more stable equilibrium. **Source: Fitch Ratings**



HAL's **MAASDAM** arriving in Gibraltar – **Photo : Francis Ferro ©**

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3rd Officer
Senior Installation Engineer

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An advertisement for Jumbojobs.nl. It features a large, dark anchor in the foreground. In the background, two workers in orange safety gear and white hard hats are standing near a large, white, cylindrical industrial structure. The Jumbo logo is in the top right corner, and the text 'STAY WELL' is written inside a red heart shape.



IRISL's **TOUSKA** passing the Singapore Straits Westbound – [Photo : Piet Sinke](#) – [Click on Photo](#) for the High resolution version

Big carriers gain market share

Analysis of ocean carriers' latest financial results shows significant changes in cargo market shares, but how much of it is due to service differentiation is unclear. Ocean carriers' third quarter financial results reported so far reveal that the largest are growing faster than the smallest. Maersk's year-on-year cargo growth of 9.5% in 3Q13 was over double the global average of 4.2%, Hapag-Lloyd's cargo increased by 8.7%, Cosco's rose by 7.8%, and Hanjin's was 5.8%. At the other end of the spectrum, K Line's fell by 6.3%, APL's declined by 5.4%, and OOCL's reduced by 0.9% (see figure below). MOL and NYK, whose volumes only include the mighty Asia/Europe and Asia/North America tradelanes, saw increases of just 2.3% and 1.2% respectively. CMA CGM's cargo growth, which was announced after these calculations were completed, grew by a market leading 11%.



The **NYK ARCADIA** leaving the Brani Container terminal in Singapore and joining the eastbound traffic separation scheme – [Photo : Piet Sinke](#) - [Click on Photo](#) for the High resolution version

How much of this is due to service differentiation, such as improved schedule reliability, is difficult to assess. Price cutting may have played a part on the grounds that those gaining market share usually do so by initiating freight rate reductions, but that is not obvious here as everyone suffered similarly, including Maersk (-12.2%), CMA CGM (-11.8%), Hapag-Lloyd (-10.4%), OOCL (-9.4%), MOL (-9.9%), K Line (-9.6%) and APL (-8.8%). CSAV's market leading rate decline of 13.1% covers just July and August and could also be spurious on the grounds that a high concentration of north-south cargo is included. Global cargo volumes and freight rate averages can also be affected by changes in tradelane cargo mix. For example, OOCL's shares of the mighty Transpacific and Asia/Europe tradelanes, where freight rates moved differently, changed from 23% and 15.4% respectively to 24% and 17.8%, whilst APL's changed from 30% and 15% to 29% and 16%. Those with the biggest exposure to the Asia/Europe tradelane will have suffered the

most, and vice-versa. That said, many north-south trades were not a bed of roses either (see last week's Asia-ECSA route analysis: http://ciw.drewry.co.uk/trade_route_analysis/port-throughput-asia-ecna-8/

Comparisons between 3Q13 and 3Q12 also need to be treated with caution as the third quarter of last year was such an unusual period due to the absence of any peak season in the east-west tradelanes. For example, it could be that the fight this year was over lost market share, rather than the capturing of increased market share.

To help clarify this situation, figure below compares the first nine months of this year with the same period of 2012. Although the picture is more subdued, the message remains similar, however, with the biggest getting bigger at the expense of smaller lines. For example, Maersk's volume increase of 3.1% was just 35% greater than the 'global' average of 2.3%, instead of 2.3 times greater. On the other hand, Cosco's growth was a much higher 8.4%, whilst Hanjin's remained a high 6.9%. CMA CGM's cargo grew by 7%. The price paid is that Maersk's average freight rate declined by 7.5%, Hapag-Lloyd's by 4.3%, OOCL's by 4.8%, APL's by 7.3% and K Line's by 9.4%.

The implication is that the big boys were after market share, rather than self-preservation, even though it might have meant further de-stabilising freight rate market, which is curious given the parlous nature of some of their finances. Cosco and Hanjin remain in serious financial difficulties, for example, with Cosco still having to sell assets to avoid de-listing from the Shanghai Stock Exchange, and Hanjin having to borrow money to pay its bills (see <http://www.drewry.co.uk/news.php?id=233>).

If market share was indeed the target, it casts doubt on some of the larger lines' expressed bewilderment over recent freight rate volatility. For example, the Chairman of Hapag-Lloyd's Executive Board is quoted as lamenting: 'The irrational behaviour in the industry, which once again caused freight rates to drop drastically in October, is totally incomprehensible.' Smaller lines being squeezed out of market share – for whatever reason – will of course see things very differently. **Source : Dewry**



The 1976 built New Zealand flagged cement carrier **WESTPORT** arriving at Lyttelton. With many projects underway related to the rebuild of earthquake damaged Christchurch there has been a rapid growth in cement shipments this year **Photo : Alan Calvert ©**

Easing of Iran sanctions to have no impact on crude tankers: sources

The partial and temporary easing of sanctions against Iran in return for a freeze of its nuclear programme is expected to have no impact on the crude oil tanker market as the deal agreed Sunday does not allow buyers to boost their import volumes from Tehran, market sources said Monday.

"If no extra crude is being allowed for export, then what impact could it have on the tanker market," an Iranian shipping source said, adding that most of the current exports are anyway being moved on National Iranian Tanker Company ships. A VLCC shipowner said there could be more cargoes for the VLCC sector, but only if the Iranians are allowed to export crude at "normal volumes." India, China and South Korea have all been importing their crude on NITC tankers after the EU in July last year banned the provision of EU-linked insurance for any shipments of Iranian crude, regardless of destination.

Most of China's current Iranian oil imports are shipped on NIOC tankers, a representative from NIOC's China office said on the sidelines of a conference in Shanghai last week. "I would say the bulk of it is shipped on Iranian tankers. NIOC arranges for everything to do with the shipment and the Chinese pay us for it," the source said.

The insurance ban had a wide impact beyond Europe because most key shipping cover across the world was tied back to EU insurers at the time. But in a ground-breaking deal agreed Sunday in Geneva, the US said it will not pressure countries such as China, Japan and India to make further cuts in Iranian crude purchases over the next six months.

The text of the agreement says the deal will also "for such oil sales, suspend the EU and US sanctions on associated insurance and transportation services."

Japan, which has been using sovereign insurance to ship Iranian crude, will stand to immediately benefit from the easing of sanctions. "If all parts of the insurance ban are lifted, and we can provide normal protection and indemnity cover, all shipping companies will welcome that," an official at the Japan P&I Club said Monday. "We will no longer need any government schemes to cover for ships loading from Iran or carrying Iranian crude. It will free us from all the complications," the official added. But one VLCC shipping source advised caution.

"It is hard to believe that the insurance ban has been lifted so quickly," the source said. "I think the P&I Clubs needs to study the proposals first."

The easing of shipping insurance could also mean that NITC, which is one of the largest tanker companies with a fleet consisting of 37 VLCCs, nine Suezmax vessels and five Aframax ship, could get back its protection and indemnity insurance cover from Western marine insurance providers, sources said Monday.

Once these vessels have Western insurance cover, the Iranian ships could look for employment in the spot crude tanker market to garner better earnings along with the cargoes that they carry for NIOC.

Currently, Iranian tankers have insurance cover provided by the home grown Kish P&I Club, which curtails the chances for these ships to be hired by most Western and Asian charterers.

There were mixed views on the chances of the Iranian VLCCs flooding a market that is already suffering from a chronic oversupply of tonnage.

According to one source with a VLCC shipowner, there was a long way to go before the Iranian VLCCs can be chartered by any non-Iranian charterers since these vessels would require a host of approvals from ship classification societies and oil companies before they can be freely traded in the spot market. **Source: Platts**



The **ALEXIA** arriving at King George Dock Hull on Sunday. Together with the similar ships **JAN**, **MARGARETHA** and **UTA** she is operating for Rotterdam-based Cargow with calls at Rotterdam, Hull, Mosjoen and Reydarfjordur in Iceland. The 7,878 tonne vessel was built at the **Damen Yichang shipyard** on the Yangtze River. **Photo : Simon Smith ©**

Fundraising for the s.s. FURIE



The **Furie** is the last steam powered seagoing tug in The Netherlands. Built in 1916 at **Bodewes shipyards** in Groningen, she worked until well into the 1970's for the paper industry in Sweden. She was then purchased for a role in the legendary TV series *Hollands Glorie*, based on Jan de Hartog's novel of the same name. In 1978 she became the property of a specially created foundation, the **Stichting Hollands Glorie** in Maassluis. Over the past 35 years a great deal of work has been undertaken by the volunteers with the aim of restoring her as far as possible to her original state and also to keep her sailing. It is clear that this has been successful given that she has been accorded the status of Sailing Museum and included in the **National Register of Sailing Monuments**. That the **Furie** is officially certified to sail with passengers (max. 40) is unique. A nearly 98-year-old ship is always in need of repairs and renovation and that is expensive. Regular maintenance and insurance etc. are financed by income from donations, gifts, the proceeds from

trips and entrance fees. However, the foundation is dependent upon once off grants and contributions from companies for larger repairs.

Costly leakage in the fire tubes

Recently leakage has been detected in two fire tubes in the boiler. Further inspection has revealed that via temporary repairs, the current season could be completed but that thereafter all 210 tubes need to be replaced. A costly job which the foundation is currently unable to fund. We have therefore initiated a unique fundraising campaign.

Sponsor Action

Would you be prepared to make a financial contribution to help to repair the boiler? You can sponsor the repair of one or more of the 210 fire tubes for **€ 300. - per tube**. What will you receive in return? Firstly you will be listed as a "fire tube sponsor" on the **Furie** website. Following the repair of the boiler, you will receive a section of one of the old tubes. However, more importantly, you can say that you have contributed to keeping the **Furie** in service.

Become a Sponsor?

Please send an e-mail to info@furie.nl with the subject: Sponsor Action. Please include in the e-mail:

- Name and address of the sponsor
- Name of the applicant
- The full billing address
- The number of fire tubes which you wish to sponsor

The treasurer of the foundation will send you an invoice together with the number(s) of the fire tube(s) that you have sponsored. At the moment 15 tubes are sponsored by resp:

GSS Marine Services, Maassluis; Seabed Assist, Singapore; IMR Professionals in Opinion & Training, Alphen a/d Rijn; MarineCo UK Ltd, Midlothian Scotland (5); Bouwbedrijf Nieuwe Maten, Wormerveer; J. Wolf, Middelburg; H. Stehouwer, Maassluis; G. Langelaar, Maassluis; MBL Holland b.v. Brielle (2); Klaes Visser Interim, Waddinxveen.



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Unique Seaflex Swift to Support Saipem

Unique Seaflex, a **Unique Maritime Group company**, which is one of the world's leading integrated turnkey subsea and offshore solution providers were recently contacted by Saipem in Portugal who were looking to urgently conduct a 550t load test on a derrick barge located at Point Noire in the Congo. With 100t of solid weights in hand, they required an additional 450t to complete the test.



Established in 1987, and now operating out of purpose-built premises in Cowes, UK, Unique Seaflex is a world-leading manufacturer of air-filled bags for salvage and installation operations and of water-filled bags for testing or ballasting purposes. Acquired by Unique Maritime Group in 2011, Unique Seaflex continues to extend its global reach and now has a presence and a stock-position on every continent bar Antarctica - including most of the main oil and gas markets around the world. Saipem is a large, international and one of the best balanced turnkey contractors in the oil & gas industry. It has a strong bias towards oil and gas related activities in remote areas and deepwater and is a leader in the provision of engineering, procurement, project management and construction services with distinctive capabilities in the design and the execution of large-scale offshore and onshore projects, and technological competencies such as gas monetization and heavy oil exploitation.

The immediacy of the requirement demanded a swift response from the supply chain, especially given the total absence of any suitable equipment within the local market. Unique Seaflex were the only company able to provide a quantity of thirteen 35t WaterLoad test bags plus accessories (manifolds, hoses etc) on a rental basis within the required timescales, so avoiding Saipem incurring un-necessary and expensive barge downtime as they waited for the test to take place. The equipment package was flown down from the UK to the Congo, where it was met by an experienced Unique Seaflex


technician with a BOSIET ticket who was able to assist Saipem's crew with the rigging and the safe and efficient use of the WaterLoad Bags in accordance with LEEA Guidance 051.

Unique Seaflex's Global Sales Manager Chris Sparrow commented, "This is a perfect example of several unique and vitally important benefits to clients of working with Unique Seaflex on such projects. Firstly, we hold the world's largest stock of WaterLoad bags and accessories, available for near-immediate hire or sale out of multiple worldwide locations. Secondly, all these bags have been designed, constructed, certified and tested in line with LEEA Guidance 051 so that the client can be assured that what they are getting has the necessary levels of quality and traceability to satisfy their HSE requirements and to keep their insurers happy. Thirdly, within our rental fleet we operate the most stringent test and inspection regime in the industry - which means that our clients need never fear that a set of colanders will arrive with them. And finally we are able to deploy skilled Seaflex personnel to site anywhere in the world to deliver on our support philosophy of "Whenever, Wherever". Contact **Unique Seaflex** to find out more about how their equipment and support package can keep your vessels working and earning, wherever they may be: seaflexsales@uniquegroup.com

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The **MARE CARIBICUM** outbound from Melbourne – Photo : Dale E.Crisp ©



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Asean shipowners back emissions monitoring scheme

The **Federation of Asean Shipowners' Associations (Fasa)** is looking to develop a scheme at the IMO level for the monitoring of carbon dioxide emissions and fuel consumptions by ships.

Fasa, at its 39th annual general meeting last Friday, said that any requirements to establish a global system for the monitoring and reporting of fuel consumption for international shipping must be agreed upon at the IMO level as a way to secure internationally acceptable and harmonised system. The meeting, however, could not support any proposals calling for the verification of data collected as this would place an unacceptable financial burden on shipowners.

The meeting further emphasised that its acceptance of a monitoring and reporting mechanism does not automatically imply its acceptance of it being used for the eventual development of any market-based measures, or the mandatory application of energy efficiency improvement measures or indexing for existing ships.

Meanwhile, Fasa noted there had been a general decline in the number of piracy and armed robbery attacks worldwide, but it remains deeply concerned that pirate attacks in the Gulf of Guinea have worsened and became more violent. "I strongly urge the littoral states bordering the Gulf of Guinea, as well as those bordering the Straits of Malacca and Singapore, to put a stop to these criminal activities immediately as they pose a real danger to the safety of seafarers and ships navigating through these pirate infested waters," said Nordin Mat Yusoff, chairman of Fasa. "Fasa expects all these littoral states to increase naval and enforcement surveillance in these waters immediately to deter further pirate attacks," he continued. Source: **Seatrade Global**

RNLI Douglas' lifeboat's 25 years of service celebrated

by Mike Howland

RNLI Douglas' lifeboat's 25 years of service celebrated

The Douglas all-weather lifeboat **Sir William Hillary** commenced its Island service on 25 November in 1988 and its 25 years of service was celebrated at a silver themed dinner dance held at the Mount Murray Hotel on Saturday, 16 November. The dinner dance, organised by the **Douglas Lifeboat Guild**, was attended by over a hundred supporters and friends, raising in excess of £7,000 which would be enough to provide a year's training for the whole of the Sir William Hillary's six man crew.

During its 25 years on station at Douglas the **Sir William Hillary** has been called out on service 264 times, rescuing 335 people and saving 87 lives, and will continue to serve until 2016 when the present Tyne class lifeboat is due to be replaced by one of the RNLI's latest design Shannon class lifeboats. Source : [Isle of man.com](#)



Two Dockwise vessels, the **MIGHTY SERVANT 3** and **TRANSSHELF** seen at HHI offshore yard – Ulsan – Korea.

Photo: Bas Polkamp – Dockwise ©

Oil tankers remain at anchorage at Qingdao Port following explosion

Inchcape Shipping Services (ISS), is advising that oil tankers are remaining at anchorage having been evacuated from Qingdao Port, China. Currently only the oil terminals are affected, with the exception of Dagang terminal, located at east Jiaozhou Bay. Many tankers have received changed discharge instructions from domestic receivers.

Other bulk, general cargo and container terminals are operating normally. Sea contamination has extended to around three square kilometres and the oil from the explosion has leaked into Jiaozhou Bay. It is unknown at present when the oil terminal will re-open. The explosion occurred near the southern gate of the Lidong Chemical Plant in the city's Huangdao district following a leak in the pipeline operated by Sinopec, China's largest oil refinery.

ISS can advise on suitable alternative ports and provide latest information on restrictions in place via its World of Ports service: www.iss-worldofports.com. ISS can also arrange access for journalists to the latest ISS World of Ports information at Qingdao Port by contacting becky.charman@talapr.co.uk or by contacting piers.yea@iss-shipping.com. The company recommends that shipowners and managers speak with its local office in Qingdao for the latest information. Phone: +86 532 8202 3336 or +86 532 8202 2713 and email: iss.qingdao@iss-shipping.com



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The THSD **VOLVOX ATALANTA** rainbowing in Dubai – **Photo : Paul Borsboom ©**

RNLI shopkeeper to retire after 40 years

Scotland's busiest inshore lifeboat station is all at sea – after one of its longest serving volunteers retired aged just 91 years old. Stalwart shopkeeper **Nan Letton** braved all weathers in her 38-year post selling gifts for the **RNLI's Queensferry Lifeboat Fundraising Branch**.

The outpost proved one of the most successful in the country – despite the 'shop' taking the form of an outdoor trolley for the best part of four decades.

Nan began volunteering in 1975, when the **RNLI Queensferry Lifeboat Station** was the old ticket office used by the ferries that ran between North and South Queensferry before the opening of the Forth Road Bridge.



At that time she carried all the goods – including -souvenirs, key rings and Christmas cards – from her home to the lifeboat station. Nan, who only retired after having suffered a broken hip, said: “When I first moved to South Queensferry from the West End, I was walking along the street one day and I spoke to the girls from the branch, they were looking for -volunteers so I said I was happy to help out.”

In 1989, a new lifeboat -station was built at Hawes Pier, but even then there was only room for a table which was pulled out in front of the lifeboat, leaving Nan and her colleagues exposed to the -elements. Nan said: “It was in front of the lifeboat and if there was a shout, we just had to jump to it and the whole thing would have to be moved. Moving it was quite hard work, but being with the branch was something I really enjoyed being a part of.

“In bad weather it could be horrendous, particularly in the winter. We were sitting out a couple of years ago when the snow was very bad and it was minus three, but we came out all the same.” In 2011 The Duke of Kent, president of the RNLI, presented Nan and her colleagues with the RNLI’s Retail Award.

The fundraisers worked seven days a week – sometimes 12 hours a day, when there was demand from ferry passengers. And their efforts were recognised after the shop turnover soared from £13,500 in 2002 to £30,000 in 2010, -ensuring Queensferry had the third-highest turnover among the RNLI Scotland’s 22 shops. Last year, a purpose-built RNLI Queensferry Lifeboat Station was built featuring a dedicated shop area, but Nan was only been able to -appreciate it for a short while before her retirement.

Richard Smith, spokesman for the RNLI Scotland, said: “The RNLI is enormously grateful to Nan for her tremendous support and her enthusiasm in selling items for the RNLI for almost 40 years. “We are indebted to her for her loyal service and wish her well in her retirement.” Queensferry Lifeboat Station is called out to around 70 -incidents a year, saving -countless lives.

ESTABLISHED in 1968 in an old ticket office, Queensferry Lifeboat has grown into Scotland’s busiest inshore lifeboat station. In 1989 it was replaced by a specially built station home to four lifeboats, the last of which was “The **Donald and Ethel Macrae**”. A new station which allows the lifeboat to launch straight down the pier, saving vital minutes, was opened last year. **Source : Edinburgh News**



The new TSHD **CAUSEWAY** operating in Plymouth – **Photo : Danny Plug ©**



Shipping Firms Among Potential Iran Deal Winners

French automakers PSA Peugeot Citroën (UG) and Renault SA (RNO) and companies that transport Iranian oil are poised to benefit from the six-month accord to rein in Iran's nuclear program while easing trade sanctions. The deal struck yesterday in Geneva among Iran and six world powers, including the U.S. and its European Union partners, will relax restrictions on cars, petrochemicals, aviation parts, gold, and insurance for oil cargoes. In addition, it will let the Persian Gulf state continue exporting oil at current levels instead of forcing further reductions.

Direct commercial benefits from the agreement will be limited because the primary sanctions on oil and banking remain in place. Its significance may be as the first break in a pattern of ever-tighter sanctions on Iran and a potential first step toward its return to the international economy.

"Any indication that we could resume doing business with our partners in Iran goes in the right direction," Peugeot spokesman Jean-Baptiste Thomas said yesterday. "We'll of course welcome the re-opening of the Iranian market."

In exchange for a selective easing of sanctions, the agreement requires Iran to curtail sensitive nuclear activities, reduce its stockpile of enriched uranium and agree to increased international inspections of its nuclear facilities.

Lost Revenue

The accord depends on Iran keeping its end of the bargain and the Obama administration fending off congressional pressure to impose a new round of sanctions. American companies don't stand to profit because almost all U.S. trade with Iran other than food and medicine has been banned for decades.

Sanctions have cost Iran \$120 billion in lost revenue since the U.S. and EU started imposing tough penalties on energy, ports, insurance, shipping, banking and other transactions in 2010, according to U.S. Treasury estimates. The American sanctions penalize other nations that trade with Iran, including U.S. allies.

Along with the automakers, the accord may crack open the door to trade with Iran for gold traders in Turkey, oil refiners in India and shipping insurers in London.

The first-step deal won't loosen the restrictions that affect most Iranian banks and make it almost impossible for Iran to regain access to the global financial system.

Nor will it provide an immediate boon to multinational oil companies such as Total SA (FP) of France, Eni SpA (ENI) of Italy or Statoil ASA (STL) of Norway because the restrictions on Iran's energy sector and the EU oil embargo on Iran will remain in place.

Christophe de Margerie, chairman and chief executive officer of Paris-based Total, said on Nov. 10 that he hoped it "won't take too much time" for France's energy giant to return to Iran if those sanctions are lifted.

Iran, the second-biggest producer in the Organization of Petroleum Exporting Countries before oil sanctions took effect in July 2012, has fallen to sixth place. While the U.S. sanctions that reduced Iran's crude exports by 60 percent since last year will continue, the deal eases some rules so buyers of Iranian oil can maintain their purchases at current volumes instead of cutting them further, the White House said in announcing the deal. Over the next six months, U.S.

Secretary of State John Kerry and his partners from the U.K., France, Germany, China and Russia will pursue a final agreement that could yield a far-reaching easing of sanctions.

Even the limited paring of sanctions now will produce tangible benefits. Easing the auto sanctions will restore \$500 million in lost trade to Iran over six months, according to Obama administration officials who asked not to be named describing details of the package.

"This is good news for us, as Iran is an important market for Renault," Florence de Goldfiem, director of communications for the company based in Boulogne-Billancourt, said in a telephone interview yesterday. "We're waiting to see what the conditions of redeployment of our activities in the country may be."

Peugeot, Europe's second-largest carmaker, sold 457,900 vehicles to Iran in 2011 as spare parts kits that were assembled into vehicles in the country. That made Iran Peugeot's second market in volume after France. Sales fell 68 percent last year to 145,000 vehicles after the Paris-based company halted shipments in February 2012 to abide by restrictions.

That hurt the company's earnings by 10 million euros a month, Chief Financial Officer Jean-Baptiste de Chatillon said on April 25, 2012.

Peugeot and KIA Motors Corp. (000270), based in Seoul, were the two largest foreign automakers in Iran before sanctions isolated the country's economy and are among the companies that stand to benefit most from an easing, said Peter Fuss, a partner at Ernst & Young GmbH in Frankfurt.

"It's an interesting market with growth prospects, and potentially a promising stepping-stone into the whole region for car manufacturers," Fuss said in an interview yesterday.

The agreement to allow crude exports at current levels benefits China, India, South Korea, Japan, Turkey and Taiwan, the only nations still buying Iran's oil. Those countries have complained to U.S. officials that the push to reduce Iranian crude imports by an additional 15 percent every six months was straining their economies. Iran had 23 crude oil clients before sanctions in July 2012; now it has six.

Companies that transport Iranian oil also are potential beneficiaries of the agreement. The lifting of an EU ban on insuring tankers carrying Iranian crude also will ease the process of importing the Persian Gulf state's oil to countries including India and Turkey.

Officials of Indian Oil Corp. (IOCL) and Hindustan Petroleum Corp. (HPCL), both based in Mumbai, and Mangalore Refinery & Petrochemicals Ltd. (MRPL) said removing restrictions on shipping coverage will enable them to purchase contracted volumes more easily. The firms said they nonetheless don't intend to buy more Iranian oil than planned.

Lifting the EU insurance ban on Iranian cargoes will benefit ship owners and companies that cover them for risks such as spills, said Andrew Bardot, secretary of the International Group of P&I Clubs in London.

With the ban lifted, it would again be legal for P&I insurance clubs and reinsurance companies such as Lloyd's Banking Group Plc (LLOY), Munich Re, and Swiss Re Ltd. (SREN) to insure Iranian oil cargoes if they choose to do so.

Lifting petrochemical sanctions will permit \$1 billion in exports for Iran, according to U.S. officials close to the talks. Iran may not feel an immediate impact because it's been able to ship materials such as polyethylene resins to China in violation of sanctions, Paul Hodges, chairman of International eChem, a London-based consulting firm, said in an interview.

Any future increase in Iranian supplies of oil and gas would trickle down to Europe's chemical industry, creating a potential game changer for energy-intensive industries, including those making polyvinyl chloride, the plastic known as PVC, said Hodges, a former executive of Imperial Chemical Industries.

"You'd have a traditional major producer coming back into the market and desperate to sell," said Hodges. "This has suddenly the potential to change the whole outlook as there's someone out there who wants to sell and also needs to sell. Every single olefin refiner, chemical plant in Europe would benefit."

That would be a bonus for companies from German plastics maker Bayer AG (BAYN) and synthetic rubber supplier Lanxess AG (LXS) to Arkema SA (AKE) of France and Solvay SA (SOLB) of Belgium, he said. Linde AG (LIN) of Germany, whose industrial and specialty gases are used by petrochemical customers worldwide, said it's too early to say if the company will seize on the lifting of sanctions. "We withdrew a few years ago from Iran because of the political situation," Uwe Wolfinger, a spokesman for Munich-based Linde, said by telephone. "We'd need to wait a bit before deciding whether it's worth returning." The six-month deal also would give Iran access to replacement parts for civilian aircraft, allowing the country to maintain its aging commercial fleet. Iran has been an aviation backwater for decades, with a small fleet of outdated aircraft in need of repair.

"The main deal would be engine maintenance and parts, and probably some consumables such as tires, brakes, etc.," said Joel Johnson, executive director, international at the Teal Group, a Fairfax, Virginia, consulting firm. "Bottom line is we are not talking serious money."

"If sanctions were lifted in the future, and Iran was selling oil again, it would be a serious market for new aircraft, as their fleet has aged considerably and is probably not in good repair," Johnson said in an interview. "That would take a full-fledged deal, probably involving complete cessation of their enrichment program and dismantling of some plant and equipment."

The interim deal would temporarily lift sanctions on gold and precious metals trade with Iran. Potential beneficiaries include gold traders in Turkey and the United Arab Emirates, with whom Iran did the most gold trade before sanctions.

Iran has purchased gold as a hedge against a looming balance-of-payments crisis brought on by the decline in its exports, the falling value of its currency, the rial, and tight limits on its access to dollars and euros.

Gold imports shot to a high of more than \$1.5 billion a month from Turkey alone in mid-2012 as Iranians bought gold to safeguard against inflation and the tanking rial. The Iranian currency strengthened more than 2 percent after the deal in Geneva.

The trade has been largely under the table, with gold moving from Turkey to Iran in hand luggage. While a revived trade is unlikely to net any corporate winners, it would help Turkey's economy. "For a brief period of time, Iran was able to receive payment for much of its oil exports via transfers of gold, routed via Turkey," said Nic Brown, head of commodities research at Natixis SA (KN) in London. "The gold would be circulating between buyers of Iranian oil, Iran itself and sellers of exports to Iran." **Source: Bloomberg**

Ocean: Canada's most powerful tugboat protected with Ecospeed

When it came to the hull coating for its newest tug, the **TundRA 100**, the most powerful harbor tug ever to be built in Canada, **Groupe Ocean** chose **Ecospeed**, a non-toxic, hard, long-lasting coating with very high abrasion resistance, perfectly suited to tugs and to ice-going vessels of all types. The article goes into details of the reasoning behind Ocean's move to this innovative hull coating.



Ocean began life as **Aqua-Marine**, founded by the company's present President, Gordon Bain, in 1972 and specializing in underwater work. In 1987 the company evolved into Ocean Construction Inc. and acquired Québec Tugs, Ltd. Through a series of subsequent acquisitions and expansion moves, including the outright purchase of the Isle-aux-Coudres shipyard in 1997 which was then renamed Ocean Industries Inc., Ocean has become one of the main suppliers of integrated marine services in Canada and a leader in the Canadian marine industry. The company intends to continue growing while maintaining a strong focus on its core services and its team. The acquisitions have included a number of tug companies and Ocean has built up a fleet of tugboats, many

of which are ice-strengthened and equipped to operate in the severest winter conditions. In 2005 a fleet renewal program was begun with the christening of the **Ocean K. Rusby**, a new state-of-the-art tug powered by Z-drive propellers. This was the first of eight new tugs. 2012 marked the beginning of construction of the harbor and escort tug, an as-yet unnamed **TundRA 100** tugboat, the most powerful tug ever to be built in Canada. The new **Ocean TundRA 100** is 34.2 m/112' 2" long with an overall breadth of 13 m/42' 6" and a 6.5 m/21' 4" draft. With a double Z-Drive propulsion system, powered by two MAK 9M25 engines, the tug will have a total power output of 6,000 kW/8,160 bhp and a top speed of 12.5 knots. The tug has an ice class classification of 1 AS FS.

The RA in Tundra stands for Robert Allan. The new Tundra 100 tug built by Ocean was designed by Robert Allan Ltd., naval architects and marine engineers. Canada has a vast arctic frontier, an east coast subject to extreme winter conditions, and the Great Lakes which experience severe ice conditions every winter. Robert Allan Ltd. has for decades worked with clients operating in these cold weather regions.



They have learned many of the secrets of designing ice capable tugs which not only meet the class rules for hull strength, but which incorporate many of the critical lessons learned to make these boats safe and practical to operate in this extreme climate. Every one of these vessels is uniquely designed for a specific set of operating conditions.

Hull coating

The Ocean tugboats are generally built for service in harsh, icy conditions. The coating used on the hull is very important for a number of reasons, as Patrick Chabot, Director of the fleet explains: "We have a lot of experience with hard coatings, mostly epoxy. However, with the ice conditions in our area, the protection of the vital parts of the hull such as welding seams, rudders or cavitation-prone area was not adequate or sufficient to meet the docking intervals." Ocean have also tried specialized ice-going hard coatings but found that, "the special application requirements make it very expensive under cold temperatures."

In 2011, Ocean found Ecospeed, a glassflake reinforced coating which is not specifically aimed at ice-going vessels but which has been found to be one of the best ice class hull coatings available. Ecospeed has been certified as an ice abrasion resistant coating which allows a reduction in scantlings of 1 mm on ice-going vessels where Ecospeed is used as the hull coating. Philippe Filion, Director of Public Affairs and Business Development explains, "In order to have a better coating suitable for ice and to limit our environmental footprint, we introduced Ecospeed in 2011. We completed two tugs and are working on another one at this moment (the Tundra 100). At this time, this system looks right for us." Based on the success Ocean has had with the first two Ecospeed applications, Ecospeed was chosen as the coating for the new Tundra 100 tug. The main reasons for applying Ecospeed to the new tug are that it offers, "good hull protection, reduced roughness and friction due to hull corrosion, and positive environmental impact," says Philippe Filion. An additional factor is that tugs have a long life expectancy and one of the properties of Ecospeed is that it is applied once and is expected to stay on for the life of the hull with perhaps some touch-ups but no major repair or replacement.

Philippe Filion concludes by saying that, "Hydrex is a very important partner for Ocean. We have a good working relationship." And the proof of the coating lies in its ability to stay on and stay smooth despite the harshest of sea environments. It is appropriate that the most powerful tug ever built in Canada by one of Canada's leading suppliers of marine services should have its underwater hull protected by Ecospeed, a leader in underwater hull coatings and in environmental performance.

Perdana Petroleum buys chartered AHTS vessels

Perdana Petroleum has purchased three AHTS vessels that it was operating on bareboat charters for a total of \$50m.

The vessels brought into Perdana are the **Perdana Liberty**, **Perdana Frontier** and **Perdana Horizon** which were on charter from Mount Bintang LLC and Mount Bubu LLC. Financing of \$34m was arranged to part-finance the vessels, which are now being converted from a foreign flag to the Malaysia flag. Source: Sea Ship News



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NAVY NEWS



The **L 421 CANTERBURY** arriving in Otago port – Photo : Ross Walker ©

U.S. military delivers first fast patrol boat to Egypt

The U.S. military has transferred the first of four U.S.-built fast patrol boats to Egypt, but said the move did not signal a change in Washington's decision to withhold most military aid due to concerns about democracy and human rights.

"This is not a shift in our posture with regard to foreign military assistance," said Pentagon spokesman Navy Commander Bill Speaks, adding that Washington continued to review the overall level of aid to Egypt.

"The big picture on foreign military assistance to Egypt is something that we're constantly reviewing in terms of their progress toward getting back on the path to democratic governance," He said the Obama administration had made clear when it announced plans last month to withhold \$260 million in cash and various military equipment sales from Egypt that it would continue to support military support for counterterrorism, counter-proliferation and security in Sinai Peninsula, which borders U.S. ally Israel.

"We have continued military assistance in areas in which we share vital national security interests," Speaks told Reuters. He declined to say how Egypt would use the new warships.

Speaks said the second of the four fast patrol boats would be transferred to Egypt before the end of the year, with the remaining two ships to follow early next year.

Washington last month suspended some military shipments to Egypt, but U.S. Secretary of State John Kerry and other U.S. officials have made some positive statements in recent weeks about Egypt's efforts to restore democracy. Last week, Defense Secretary Chuck Hagel spoke with Egyptian army chief General Abdel Fattah al-Sisi and welcomed the end of emergency law and curfew in Egypt, according to a readout of their phone call by a Pentagon spokesman.

Sisi led the overthrow of Egyptian President Mohamed Mursi, the leader of the country's Muslim Brotherhood, in July following mass protests against Sisi's rule.

Speaks said the U.S. government was paying U.S. weapons makers some storage fees for equipment built for but not yet shipped to Egypt. He declined to give any details on the fees. Among items being withheld from shipment to Egypt are F-16 fighter jets by Lockheed Martin Corp, Apache helicopters built by Boeing Co and tank upgrade kits built by General Dynamics Corp. The fast missile craft for Egypt are being built by **VT Halter Marine**, a unit of ST Engineering, with help from Lockheed. **Source : Reuters**



The French intelligence collector **A 759 DUPUY DE LOME** in the port of Haifa – **Photo – Peter Szamosi ©**



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China sends carrier to South China Sea for training amid maritime disputes

China sent its sole aircraft carrier on a training mission into the South China Sea on Tuesday amid maritime disputes with some neighbours and tension over its plan to set up an airspace defence zone in waters disputed with Japan.

The **Liaoning**, bought used from Ukraine and refurbished in China, has conducted more than 100 exercises and experiments since it was commissioned last year but this is the first time it has been sent to the South China Sea.

Though considered decades behind U.S. technology, the **Liaoning** represents the Chinese navy's blue-water ambitions and has been the focus of a campaign to stir patriotism. The **Liaoning** left port from the northern city of Qingdao accompanied by two destroyers and two frigates, the Chinese navy said on an official news website

While there, it will carry out "scientific research, tests and military drills", the report said. "This is the first time since the Liaoning entered service that it has carried out long-term drills on the high seas," it added. It did not specify exactly what training would be done, only noting that previous exercises involving aircraft landing and taking off had gone well and laid a firm foundation for future tests.

Previously reported training exercises have mostly been in the Yellow Sea. China's Defence Ministry said on Monday that it had lodged formal protests with the U.S. and Japanese embassies after both countries criticised a Chinese plan to impose new rules on airspace over disputed waters in the East China Sea.

China also claims almost the entire oil- and gas-rich South China Sea, overlapping claims from Taiwan, Malaysia, Brunei, the Philippines and Vietnam. That dispute is one of the region's biggest flashpoints amid China's military build-up and the U.S. strategic "pivot" back to Asia signalled by the Obama administration in 2011. China's navy said the mission was routine, adding that the Liaoning was still in a testing phase. "This test visit to the South China Sea is part of normal arrangements for testing and training for the Liaoning," it added. **Source : Reuters**

What makes INS Vikramaditya Indian Navy's most potent aircraft carrier



A **MiG-29K** lands onboard the **INS Vikramaditya** Indian Navy's most potent aircraft carrier

In July this year, an old game played out in the Barents Sea — a new warship undergoing exhaustive trials by Russian shipbuilders prior to her induction, being shadowed by NATO ships keen to understand what it would be capable of.

During the several weeks that the **Vikramaditya** aircraft carrier underwent trials, a Norwegian NATO intelligence vessel kept company, steadily building up an electronic dossier.

Put your **volume up** and watch this Touch Down and Go movie : <http://www.youtube.com/watch?v=HyfIC-Xrwu4>

For a Navy that is proud of its legacy of operating aircraft carriers, the **Vikramaditya** is like no other ship it has had in the fleet before. It is the Navy's biggest ship for one — surpassing **INS Viraat** by 10,000 tonnes — and one of the most potent aircraft carriers in this side of the world, in fact the first 'new' ship of its class to be based in the Indian Ocean in over two decades. **SEE ALSO** : <http://www.youtube.com/watch?v=iPeEItcREGE>

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Italian Navy Receives First NH90 NFH in FOC



AgustaWestland, a Finmeccanica company, is pleased to announce that the Italian Navy has taken delivery of its first NH90 NFH helicopter in Full Operational Capability (or Step B) configuration. The helicopter will be assigned to the 5th Helicopter Squadron of the Italian Navy based at the Sarzana-Luni base. The Italian Navy has ordered 56 NH90s, 46

of which in the NFH variant, part of its modernization plan in order to bring its capabilities to the latest technological standards.

The Step B configuration features a range of significant advancements in mission capability including weapon systems integration for both air-to-surface missiles and torpedoes, advanced satellite and encrypted communications, a further expanded envelop for ship-based operations and in demanding weather conditions, radar and avionics capability enhancements. Starting next year, the five previously delivered Step A (MOC, Meaningful Operation Capability) helicopters will begin to be retrofitted to bring them to the final configuration.

The NH90 NFH variant is primarily designed for autonomous and joint Anti-Submarine Warfare (ASW) and Anti Surface Warfare (ASuW) missions. The comprehensive mission equipment packages allow a wide range of additional missions to be performed including Search and Rescue (SAR), maritime patrol, vertical replenishment, troop transport, medical evacuation and amphibious support roles. The helicopter is designed for day and night operations in adverse weather conditions from the decks of ships. Because of its optimal weight and dimensions, the deck-lock system, the deck traversing system and the automatic blade and tail folding system, it can operate from small frigates even in high sea states.

The Italian Navy will benefit from a Mission Planning & Analysis System (MPAS) for its fleet of NH90 NFH helicopters. The MPAS is a multi-mission and multi-platform mission planning based on the state of the art AgustaWestland-designed Skyflight™, a multi-helicopter flight and mission planning solution that all related AgustaWestland stations currently utilize.

The NH90 is the most successful European helicopter programme ever. The total number of NH90 on order is 529 – of which over 160 delivered – by 19 armed forces in 14 countries. Of these, the NH90 NFH variant has been ordered in 111 units by Italy, France, Belgium, Netherlands and Norway. The NH90 programme is managed by NAHEMA (NATO Helicopter Management Agency) representing France, Germany, Italy, The Netherlands, Portugal and Belgium, and by the NH Industries industrial consortium comprising AgustaWestland (32%), Eurocopter (62.5%) and Fokker Aerostructures (5.5%). In the framework of the NH90 programme, AgustaWestland is responsible for the production of

the main transmission, tail drive shafts, hydraulic system, automatic flight control system, rear ramp, rear fuselage, the T700/T6E1 or CT7-8F5 engines solution installation and on-board computers. Furthermore, AgustaWestland is also responsible for the overall integration of the NH90 naval mission system for all NFH variants. AgustaWestland's Venice Tessera plant is the new final assembly line for the NH90s ordered by Italy (Army and Navy, 60 and 56 helicopters respectively), the Netherlands (20), Norway (14) and Portugal (10) giving a total of 160 helicopters so far. **Source :** aviation.ca

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The **TRANSEUROPA** at Palumbo Malta shipyards in Malta - **Photo : Michael Cassar ©**

State of Ohio orders two custom dredges from Ellicott

For the 10th time over a 50 year period, the State of Ohio has selected Ellicott Dredges to supply new dredging equipment for the Department of Natural Resources (ODNR), which is responsible for maintaining the lakes in the state's park system. The ODNR has agreed to a multimillion dollar contract to buy two new Swinging Ladder Dredges (SLD) from Ellicott. With these additions, ODNR will have three Ellicott dredges working on Grand Lake St Marys, the oldest being the Ellicott-built dredge Buckeye, which dates back to 1965.

The Ellicott-built dredge Indian, operating on Indian Lake, is also going strong after nearly 50 years of steady service, thanks to the efforts of the ODNR staff and a recent renovation assisted by the Ellicott parts and service department.

This time Ohio will spend approximately \$2mm for two new 12in Swinging Ladder Dredges. One will be used on Grand Lake St Marys and the other on Indian Lake. In 2012 Ellicott delivered another SLD to Ohio, the dredge Brutus, which ODNR says removed a record 289,000 yd³ (220,000m³) of sediment from Grand Lake St Marys last year.

Recent tests have also indicated that this process has resulted in an 80 per cent reduction of harmful phosphorus in the lake. Brutus was named after the Ohio State University mascot and like the two new dredges is an Ellicott Model 460S Swinging Dragon dredge.

"Utilizing Brutus has greatly improved our efforts to remove sediment from Grand Lake St Marys," said the ODNR. "Through the dredging operations and nutrient management plans we continue our commitment to improve and protect the health of one of Ohio's finest lakes." ODNR Director David Mustine added that "Governor Kasich recognizes how vital this popular recreational lake is to the local economy."

Grand Lake St Marys was constructed in the mid-1800s to store water for the Miami-Erie Canal. It is Ohio's largest inland lake at over 20 square miles (about 550 hectares.) Ellicott first developed the 'swinging ladder' concept in the 1940s and has updated it continuously since then. Source : dredging news online

ROUTE, PORTS & SERVICES



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Norwegian Car Carriers sells the partly owned vessel "Vibeke"

Norwegian Car Carriers ASA reports that the 51% owned subsidiary Eidsiva 2 RoRo KS has executed an agreement for the sale of the 1996 built vessel "Vibeke". The vessel has been sold for recycling in line with the requirements set out in the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention). The vessel is scheduled to be delivered early December 2013, the company said in its press release.

On a consolidated basis the sale will generate a preliminary estimated book loss of NOK 11.2 million, including a NOK 4.0 million reversal of IFRS translation differences, which will be booked in the fourth quarter of 2013. The sale of the "Vibeke", which has been laid up since 2011, will have a significant positive impact on the Company's results going forward. Engebret Dahm, CEO at NOCC comments: "The sale of the vessel is part of our strategy to focus mainly on large car carriers with higher revenue capacity. Although the sale generates a book a loss in the fourth quarter, the sale is expected to have a significant positive impact on the Company's financials going forward. Source : PortNews

Rotterdam port tariffs in 2014 at 2008 level

Over the past years the Port Authority discounted the port tariffs substantially in connection with the economic situation. Last year this was about 8.5%. Those annual discounts have now become structural. At the same time, the tariffs will rise by 1% next year compared with 2013. This brings the port tariffs for 2014 to precisely the same level as in 2008. This is what the Port of Rotterdam Authority decided following constructive consultation with the port business sector, Rotterdam Authority said in its press release. The parties also agreed to continue the existing discount

for so-called transshipment containers in 2014. After they have arrived by sea-going vessel, transshipment containers are transported further by sea directly from the terminal. A number of agreements were also made on adjustments to the tariff structure in 2014 (such as equalising the tariffs for short sea and RoRo), and it was agreed that more of these kinds of reforms would be examined in the coming years. The basic principle is that on balance these will not result in an increase or decrease of the port tariffs.

The Sustainability Fund established last year will continue to exist. A total of € 5 million of the revenue from port tariffs is available in 2013 and 2014 for initiatives to make the port more sustainable. It was agreed now that € 2 million of that will be set aside to stimulate transport by rail. Hans Smits, President and CEO of the Port of Rotterdam Authority: "Over the past few years we kept providing occasional discounts. By turning them into a permanent discount, we offer ship owners long-term clarity."

Steven Lak, Deltalinqs chairman: "This is a wise move of the Port Authority and sends a strong signal to the market. The port business community is an important driver for the economy of Rotterdam and the Netherlands. That is why it is good to keep working on competitive port tariffs and other costs." Albert Thissen, president of the Association of Rotterdam Shipbrokers and Agents: "The Port of Rotterdam Authority has shown again that it appreciates the difficult situation the market is in. Increasing the tariffs moderately on the one side and making the discounts of the past a structural element on the other has created a good balance." The agreements on the structural discount and the 1% indexation also apply to the inland port tariffs. The current environmental incentives for inland shipping also apply in 2014. The Port Authority and Deltalinqs have a covenant concerning how sea port tariffs are set every year. Through structured market consultation, the sector meets the government's desire for self-regulation of the tariffs. This consultation compares inflation, the market situation and economic developments, among other things. The tariffs apply for the sea ports of Rotterdam, Schiedam, Vlaardingen, Maassluis, Dordrecht and Moerdijk. Port tariffs are just one of the Port Authority's sources of income and they are charged to the shipping companies that use Rotterdam. In 2012, the Port Authority received € 294 million in sea port tariffs and € 14 million in inland port tariffs. The other main source of income for the Port Authority, at € 292 million, comes from site rental and long-term leases.

.... PHOTO OF THE DAY



The **NORTH OCEAN 102** anchored off Singapore last Sunday – [Photo : Piet Sinke ©](#)
Please **CLICK on the photo** to view the High resolution version

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