



Number 336 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 02-12-2013**

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Spotted in the port of Shekou (China) this former RNLI lifeboat
Photo : Andre Korver (c)

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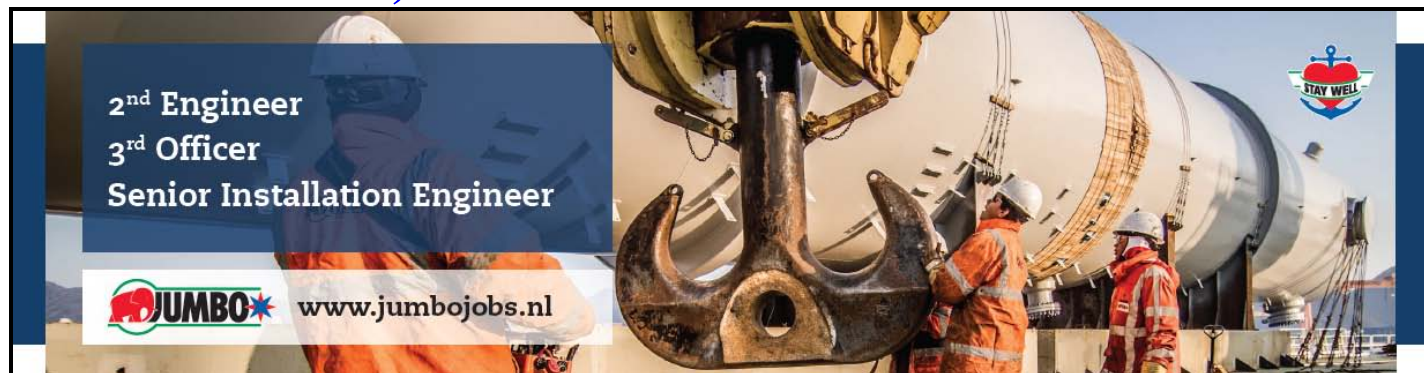
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STAY WELL



Above : The **OOS Gretha**, at Yantai, **Photo : courtesy CIMC Raffles**.

CIMC Raffles held last week naming ceremonies for the **OOS Gretha** and **OOS Prometheus** semisubmersible drilling rigs, built at its yard in Yantai, China, and due to work for Petrobras offshore Brazil. The two units were designed and built by CIMC Raffles. The **OOS Gretha** is 137.5m-long, 81m-wide, 39m deep (base line to main deck), with a maximum variable load of 7070-ton.

It can accommodate 618 people, has a DP3 system with **Thrustmaster Azimuthing, Underwater (dis)mountable Thrusters**, and was classed by **ABS**. CIMC Raffles said it is the first asymmetric semisubmersible unit without bracing

in the world. This reduces the towing resistance and dynamic positioning load, improving sailing speed from an average 8 knots to more than 12 knots.

The asymmetric pontoon outline, with pneumatic de-ballast system, also aids quick ballast adjustment, to suit heavy lifting operation.

The vessel has two 1800-ton offshore mast cranes, which can perform tandem lifting, and it can withstand more than 22m wave height, says CIMC. Its specification means it can work in West Africa, Brazil, Gulf of Mexico and the North Sea, added CIMC. The sister rig **OOS Prometheus**, is 118m-long, 70m-wide and 38m-deep, with maximum variable load of 5000-ton. It can accommodate 500 people, has a 1000m maximum operation depth. It was also classed by ABS, has one 1100-ton deck crane, and 3000sq m deck space. CIMC Raffles previously delivered two deepwater semisubmersible drilling rigs, the **SS Pantanal** and **SS Amazonia**, in October, 2010 and April 2011, and both working for Petrobras. The SS Pantanal is now drilling the 14th oil well in the Campos basin, and the **SS Amazonia**, the 4th well in the Santos basin, said CIMC.

3 KNRM'ers ontvangen vrijwilligersmedaille



Vrijdagavond 29 november zijn in Hoek van Holland 3 vrijwilliger medailles uitgereikt. **John de Vos** en **Ane Ree** voor meer dan 20 jaar, **Arie van der Ende** voor meer dan 15 jaar. Allen zijn nog actief met vrijwilligers werk voor de



Koninklijke Nederlandse Redding Maatschappij. Zij varen ook bij nacht en ontij uit met de **KNRM** reddingboot **Jeanine Parqui** om mensen in nood op zee te helpen. De onderscheidingen werden uitgereikt door **René de Vries**, voorzitter, **Adri Lokker**, secretaris van de Plaatselijke commissie en schipper **Jan van der Sar**. Tijdens de uitreiking werd het aantal imposante tochten en "geredden" opgesomd waarvan de mannen deel hebben uitgemaakt. De vrouwen, die zeker een belangrijke rol spelen bij het reddingwerk werden bedankt met een fraaie bos bloemen.

John en **Ane** werden in april 1993 officieel ingeschreven als opstapper en **Arie van der Ende** in 1998. **John** en

Ane zijn hun vrijwillig reddingwerk nog begonnen op de "oud" havenreddingboot "**Javazee**", deze werd in 1998 vervangen door de snellere **Kapiteins Hazewinkel** die dienst heeft gedaan tot januari 2006. Sinds januari 2006 varen de drie jubilarissen op de **Jeanine Parqui**, Een van de grootste en snelste reddingboten van Nederland. De mannen gaan door met vrijwilligerswerk voor reddingstation Hoek van Holland. Hiervoor zijn de opstappers 24 uur per dag en 365 dagen in het jaar oproepbaar. Deze avond werd ook de bemanning van de oud reddingboot '**Koningin Juliana**' in het zonnetje gezet. Zij kregen een fraaie herinnering uitgereikt voor hun deelname aan de koningsvaart tijdens de inhuldiging van onze Koning.

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FAIRMOUNT SHERPA IN SINGAPORE



As reported last week Fairmount Marine's **FAIRMOUNT SHERPA** anchored off Singapore in preparation for her next assignment, taking bunkers, stores etc. The **FAIRMOUNT SHERPA** is one of a series of 5 AH tugs which all having a bollard pull of 205 ton named **FAIRMOUNT SUMMIT**, **FAIRMOUNT ALPINE**, **FAIRMOUNT GLACIER**, and **FAIRMOUNT EXPEDITION**

The 16,320 BHP **FAIRMOUNT CLASS**, are powerful long distance ocean going anchor handling tugs. With 205 tonnes bollard pull, these tugs are designed to handle the heaviest and most difficult assignments in total safety.



The tugs with a length of 75 meter are built at the **Niigata yard** in Niigata (Japan) and are equipped with 4 Wartsila 6L32 main engines of 4080 BHP (3000 kW) each driving 2 x cp propellers, dia. 3,85 m in nozzles propellers via a gearbox



The aft deck is equipped with 1 hydraulic operated shark jaw SWL 350 tonnes, and one set vertical hydraulic guide pins, SWL 200 tonnes for safe working of the crew.





The Dutch flagged [tugs](#) are equipped with one electro-hydraulic waterfall type triple drum towing/anchor handling winch, consisting of three declutchable towing/anchor



handling drums capable to carry 1500 mtr 76 mm wire at the towing winches and 300mtr x 76 mm wire at the working drum, furthermore are installed storage reels with loaded one 1500 mtr x 76 m Spare tow wire- and four sets of pennant wires the tugs are capable to load 2113 MT HFO 180 cst and have accommodation onboard for 36 persons

The [FAIRMOUNT SHERPA](#) is also the home of the "famous" basketball team the [SHERPA WARRIORS](#).

All photos : Piet Sinke © just [CLICK on the photo](#) to see the [HIGH REZ version](#) –

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Iranian Navy rescues foreign ship from pirate attack

The Iranian Navy's 28th fleet on Thursday thwarted an attempt by pirates to hijack a foreign ship in the North Indian Ocean, according to commander of the Navy Rear Admiral Habibollah Sayyari as saying on Friday.

Pirates operating off the coast of Somalia have expanded the reach of their hijacking attacks on merchant vessels and oil tankers in the Indian Ocean and the Gulf of Aden in recent years, making tens of millions of dollars in ransom, despite the fact that dozens of foreign naval vessels are patrolling the area. **Source : Tehran Times**



The **TORM LOTTE** arriving in the port of Haifa – **Photo : Peter Szamosi ©**

Product tanker route of Caribbean to US Atlantic to remain subdued

Various parameters of oil product imports and exports from the US to Venezuela and vice versa are coming into play, but are mostly pointing towards a downward pressure on the benchmark Caribbean to US Atlantic coast benchmark. This, according to a recent report from analysts at Poten & Partners, which highlighted the fact that a political effect is into play, after the granting, this week, of emergency decree powers, to President Chavez's elected (albeit by a thin margin of 1.5%) successor, Nicolas Maduro. Under the new grant, Maduro is to have dictatorial power over wide segments of the country and economy.

According to Poten, "the effects of state mismanagement have affected the state run oil company, PDVSA as well. The company has experienced an increasing number of production related issues, declining investment in refining projects and numerous refinery fires and outages. PDVSA sold a \$4.5 billion dollar bond issuance last week, but will not be

using any of the money to expand oil production capacity, but rather to service debt and provide hard currency for day-to-day operations".

The analysis points out that Venezuela has a total nameplate refining capacity of approximately 1.3 million bbls/d, with 900,000 bbls/d of crude processed in the first half of 2013. "During the same six month period, there was a domestic demand for clean products of 750,000 bbls/d, leaving approximately 150-175,000 bbls/d for exports. Despite numerous refinery expansion plans, the IEA forecasts that a mere 60,000 bbls/d of capacity will be added through 2018, while demand is forecast to rise to over 800,000 bbls/d after 2016. The narrowing gap between product supply and demand will remove even more export potential, to levels as low as 100,000 bbls/d", Poten noted.

It added that "clean product exports to the US have recovered slightly in the past several months, rising from a trough of less than two 38,000 mt cargo equivalents in February 2013, up to six cargo equivalents in August. However, this is nowhere near the levels reported between 2000 and 2007 when an average of 22 cargo equivalents per month were discharging in the US. The average number of cargoes out of Venezuela to the US from 2007-present is a modest 8 cargo equivalents per month. A large portion of Venezuela's clean product exports are to the US and this decline indicates a substantial overall reduction in clean product exports.

Starting in 2012, the balance of imports versus exports changed. More clean cargoes have loaded out of the US bound for Venezuela, a trend that peaked at 15 cargoes in September 2012, following the Amuay refinery explosion. Although levels have dropped below that peak level, US exports to Venezuela are expected to remain close to the current level of four to five cargoes per month seen in the market today", Poten said.

The shipping analysis also mentioned that "a major change in US imports from Venezuela is the absence of distillate in 2013. US refiners have been adding hydrocracking capability to maximize distillate production, which is reflected in the rising levels of diesel exports from the US, bound for Europe and Latin America, and have reduced the demand for imports to zero. Most of the cargoes heading to the US are gasoline blending components, which appear to be moving as contract cargoes. Most of the reported spot market export activity is jet fuel bound for the US Atlantic Coast.

PDVSA is in the process of dismantling its Petrocaribe program, through which it offers crude oil and distilled products to Caribbean countries at a discount. Although the lion's share of the program was for crude exports, 37,000 bbls/d of clean products were exported as well, or approximately a 38,000 mt cargo every ten days. Some of this product will remain in the export market, and may have destinations outside of the Caribbean, which would contribute to ton mile demand in the MR segment.

PDVSA faces a challenging financial situation as declining clean product exports are contributing to the revenue crunch. The decline of the Petrocaribe subsidy program is a step in the right direction, but the larger drain on the company's finances are the domestic social programs and funds for other government operations. Until some capital is reinvested in infrastructure, the potential for another Amuay type disaster remains, and clean exports will remain lower than they could be, keeping downward pressure on the benchmark Caribbean to US Atlantic coast benchmark", Poten concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



30-11-2013 : The **ALVA RICKMERS** IMO 9178290, 2000/26047gt, ex **Ocelot Max** till 2002, **Comanche** till 2003, **Austria** till 2004, **CSAV Rio Rapel** till 2009, **AS Asturia** till July 2013, outbound off Sorrento

Photo : Andrew Mackinnon – www.aquamanships.com ©

Club de Ruyter Singapore

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE



Via deze weg willen wij de "Maritieme" Nederlands of Vlaams sprekenden in en rond Singapore uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlands sprekenden uit de industrie

De lunch word gehouden in de TRADEWINDS BAR van de :

Hollandse Club in **Singapore**

op **vrijdag 6 december 2013** tussen **12:00 en 14:00 uur**

Deze lunch wordt u aangeboden door :

OFFSHORE HEAVY TRANSPORT



OHT AS is a Norwegian oil service company operating vessels suitable for dry transportation of offshore drilling rigs and offshore modules. The company is the second largest heavy lift vessel operator in the world and presently operates four semi-submersible heavy lift vessels.

Since December 2008, **OHT AS**, and its four shipowning sister companies, has been a fully-integrated heavy transport operator. As the combined company capitalises on the strong experience and merits of the OHT

team, the company's brand in the market is OHT. The group owns four heavy lift vessels; **Eagle**, **Falcon**, **Osprey** and **Hawk**. All of the company's vessels are former tanker vessels that have been converted into heavy lift vessels. The conversion of the former aframax tankers **Eagle** and **Falcon** was carried out at Gdansk Shiprepair Yard Remontowa S.A. in Poland, and included significant steel works in addition to a general upgrading of the vessels. The conversion of the former suezmax tankers **Osprey** and **Hawk** has been carried out at Huarun Dadong Dockyard Co. Ltd. in China, and involved the construction of a new mid-ship section purpose built for heavy lift operations. In Singapore **OHT** is represented by **Roald Kaper**

Als U van plan bent vrijdag aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en sate ☺ gemaakt moet worden.



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The **ARCTIC AURORA** moored in Rotterdam-Europoort – Photo : Frans Sanderse ©

Japan shippers plan to order 90 new LNG tankers worth \$17.6 billion by 2020

Japan's top shippers plan to order around 90 new liquefied natural gas (LNG) tankers worth about 1.8 trillion yen (\$17.61 billion) by 2020 as they gear up to transport rising volumes of the super chilled fuel from North America and Australia.

The expansion plans reflect rising LNG demand in nuclear-free Japan to generate electricity and also in other Asian countries such as China and South Korea. Global LNG trading volume is expected to grow to 400 million tonnes (1.1023 ton) in 2020 from 250 million tonnes in 2012, according to industry data.

Mitsui O.S.K. Lines Ltd., Japan's second-largest shipping company, plans to increase the number of its LNG carriers to 110 by 2020 from about 70 now, a spokesman said.

Nippon Yusen KK, the No.1 shipper in the country, plans to raise its LNG tanker strength to 100 by 2020 from about 70 now while third-biggest shipper Kawasaki Kisen Kaisha Ltd aims to order about 20 new LNG tankers before the end of the decade. A Kawasaki Kisen spokesman said the company owns some of its existing tankers jointly with its customers or other shippers and the new ships may be also bought jointly with others to keep its balance sheet healthy. The order plan may change, depending on how many nuclear reactors will restart in Japan, said an official at

the LNG carrier division of Mitsui O.S.K. "We will place an order only after we sign a long-term contract with our LNG customers who could be producers or buyers," he said.

Japan, the world's biggest importer of LNG, has been increasing imports of the fuel to generate electricity and make up for the shortfall from the shutdown of nuclear reactors after a massive earthquake and tsunami triggered reactor meltdowns at the Fukushima facility in 2011. In September this year Japan went nuclear-power free for just the third time in more than four decades, with no firm date for re-starting the energy source that has provided about 30 percent of electricity to the world's third-largest economy. One LNG tanker usually costs about 20 billion yen, according to industry sources. A Singapore-based shipbroker expected the deal to be financed by Japanese banks rather than an international syndicate and Japanese shipyards such as Japan Marine United to be favored for the orders. **Source: Reuters**



The **HELLAS EXPLORER** enroute Amsterdam – **Photo : Simon Wolf ©**

First statement of compliance with IMO Tier III Nox Emission Limits

DNV GL has issued its first statement of compliance with the IMO Tier III NOx emission limits and its first approval of an engine equipped with a selective catalytic reduction system. Pending the IMO Marine Environment Protection Committee's final vote on this year's proposal to postpone the entry into force of Tier III, manufacturers are continuing their work to meet the initial deadline. This first statement of compliance with IMO Tier III NOx emission limits was issued by DNV GL's Approval Centre Norway to Daihatsu Diesel Mfg. Co. Ltd. on 6 November 2013, following September's compliance test at Daihatsu's Moriyama factory. The engine, which is equipped with a selective catalytic reduction (SCR) system, is furthermore the first to be approved by DNV GL as being in compliance with IMO Resolution MEPC.198(62).

Regulations and controversy

Adopted in 2008, the IMO Tier III NOx limits were to be applicable to ships keel laid as from 1 January 2016 when sailing in areas designated by IMO as Emission Control Areas (ECAs). The limits are about 75% lower than those of the currently applicable Tier II. However, at the 65th session of the IMO Marine Environment Protection Committee in London in May 2013, a proposal to postpone the entry into force of the IMO Tier III NOx limits for ship engines by five years was passed by a marginal majority. The regulatory outcome will be finally decided by a new vote at MEPC's next session in March 2014.

Increasing demand for NOx approval

Despite the uncertainty, DNV GL is experiencing a continuing increase in requests for approval in accordance with the IMO Tier III NOx emission limits. "Several of the major manufacturers have indicated that the postponement proposal does not impact on their development of NOx-reducing technologies," says Stine Mundal, machinery approval engineer and project manager for Selective Catalytic Reduction competence building at DNV GL's Approval Centre Norway. "They have already invested heavily to reduce NOx emissions by the 2016 deadline and proven technologies like SCR are in place," says Mundal. **Source: DNV GL**



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The **CMA CGM ALEXANDER VON HUMBOLT** departing Jebel Ali with in front Newscippings reader and contributor , **DP World** pilot **Johan de Bue**

DHT Holdings, Inc. reports agreement on amount of OSG claims

DHT Holdings, Inc. Friday announced that DHT and certain of its affiliates and **Overseas Shipholding Group, Inc. ("OSG")** and certain of its affiliates have agreed to a total claims amount of \$46.0 million in full settlement of the claims filed against two subsidiaries of OSG, Dignity Chartering Corporation ("Dignity") and Alpha Suezmax Corporation ("Alpha" and together with Dignity and OSG, the "Debtors"), for damages arising from the Debtors' rejection of the bareboat charter agreements for the Overseas Newcastle and Overseas London, respectively, and against OSG on account of its guarantees of the obligations of Dignity and Alpha, respectively, under each of the respective bareboat charter agreements (collectively, the "Claims"). On March 6, 2013 subsidiaries of DHT filed proofs of the Claims in the Bankruptcy Court in the aggregate amount of approximately \$51.8 million plus attorneys' fees. The amount is subject to the final order of the U.S. Bankruptcy Court for the District of Delaware (the "Bankruptcy Court") which is expected on December 19, 2013.

As announced on April 2, 2013, DHT entered into Assignment of Claims Agreements with Citigroup Financial Products Inc. ("Citigroup") on March 14, 2013 in connection with the Claims whereby Citigroup agreed to purchase the undivided 100% interest in the Company's right and title and interest in the Claims. The Company received an aggregate initial payment of approximately \$6.9 million from Citigroup.

As a result of the agreed Claims amount of \$46.0 million, DHT will receive an additional and final payment of approximately \$8.5 million from Citigroup, when the Claims are allowed by the Bankruptcy Court. As a result, DHT expects to record the total aggregate amount of approximately \$15.4 million received from Citigroup as revenue in the fourth quarter 2013 financial statements.

Also, DHT and certain of its affiliates and OSG and certain of its affiliates have separately agreed to settle six further claims in the amount of \$3.4 million plus attorneys' fees filed by various affiliates of DHT against various affiliates of OSG, and OSG as guarantor of each claim on or about May 30, 2013, for a total claim amount of \$1.5 million in full settlement of such claims. The settlement amount is also subject to the final order of the Bankruptcy Court which is expected on December 19, 2013. These claims have not been assigned to a third party and the amount, timing and form of any recovery is not known. **Source: DHT Holdings**

Kim Ullman new President of Concordia Maritime

Joakim (Kim) Ullman has been appointed to the position of President of **Concordia Maritime AB** as of 1 January 2014. Kim comes from Stena LNG where he has been CEO since 2012. He will replace Hans Norén who will leave Concordia Maritime at the end of the year after ten years as president.

"After a methodical search during the autumn, both externally and in the Stena AB group, the board of directors is very pleased that Kim Ullman has agreed to take over the helm at Concordia Maritime. There are few people in tanker shipping in the Nordic region with more solid qualifications than Kim. I am convinced that his energy and know-how will result in a positive profitability development in the company", says Carl-Johan Hagman, Chairman of the Board of **Concordia Maritime**.

Kim has devoted his whole professional life to shipping. He was recruited in 1983 to Stena Bulk as chartering manager and through the years he has had a number of positions in the company, including that of Vice President since 1987.

Kim was one of the initiators and driving forces behind the formation of the strategic marine alliance with Texaco (StenTex) in the mid-1990s and was also the President of this company between 2000 and 2005, stationed in Houston, Texas. During this period, he also managed the formation of the suezmax pool Stena Sonangol Suezmax Pool. He returned to Gothenburg as Executive Vice President with responsibility for business strategy. He also served as Managing Director of Stena Weco, which is one of the principal players in the shipping of petroleum products and vegetable oils. Since 2012, he has been responsible as CEO of Stena LNG for Stena's new investments in LNG transportation.

"I'm looking forward to the exciting challenge of leading **Concordia Maritime** into its next stage of development. The focus on cost-effective and safe transportation of refined petroleum products and vegetable oils is very much in tune with the times", says Kim Ullman.

Carl-Johan Hagman adds: "Concordia Maritime's strategy will continue to build on the strengths that distinguish the company from other shipping companies of the same size, for example, access to Stena's technical departments and Stena Bulk's global network of operators and charterers. We also have a first-class fleet with some of the best crews in the world when it comes to quality and safety." **Source: Concordia Maritime**

HSH Nordbank expects EU decision on bailout in late 2014

Troubled German public-sector bank **HSH Nordbank** expects a final nod from EU Commission on its restructuring plan in the second half of 2014, its chief executive said.

"We are confident that the EU commission will approve our business model and that we will be able to continue the restructuring of **HSH Nordbank** as planned," Constantin von Oesterreich said in a statement on Friday. In June, the European Commission already gave temporary approval to a total of 10 billion euros (\$13.60 billion) in state aid to the so-called landesbank from its majority shareholders. HSH, one of world's biggest shipping financiers and 85-percent owned by the German regional states of Hamburg and Schleswig-Holstein, has been suffering from the effects of a four-year slump in the shipping industry. As of September 30, the bank's capital ratio increased to 12.1 percent, from 9.9 a year earlier, HSH said, adding it has an additional buffer of 4.6 percent due to the received state aid.

In the first nine months of 2013, HSH posted a net loss of 104 million euros after losing 41 million euros in the year-earlier period, as high provisions for bad ship loans continued to weigh on profits. While HSH expects a loss of "clearly above 100 million euros" this year, it expects to break even in 2014. **Source: Reuters**



Navig8 takes orderbook to 18 ships

Navig8 Product Tankers has declared effective two further shipbuilding contracts for the construction of two additional eco LR2 tankers to be built at **Guangzhou Shipyard International (GSI)**. The options will deliver late in 2016. **Navig8** has a total of 18 product tankers at GSI and Korea's Sungdong. GSI has one of China's busiest orderbooks, taking orders now for the final quarter of 2016. **Source: Sino Ship News**



The **ARESSA** sailing from Yelland with 2250 tons logs for Lubeck. **Photo : Norman Hardaker ©**

Van Oord-GMB to sustainably reinforce Dordrecht Island

The **Van Oord-GMB** joint venture has been awarded a contract by the **Hollandse Delta Water Board** to reinforce the dikes on Dordrecht Island. The total contract value amounts to more than EUR 21 million. The work will commence in mid-2014 and will continue until the end of 2016, the company said in its press release.

The joint venture will be responsible for the design and construction. The project, which is part of the High Water Protection Programme will encompass adjustments to approximately 11 kilometres of dike in four locations on Dordrecht Island. Cycling paths and roads will also be constructed on these dikes, involving the instalment of some 25,000 tonnes of asphalt. The high-pressure and suction lines will also be adjusted and the dike will be reinforced with approximately 500 metres of sheet piling. A total of approximately 1,700,000 m³ of soil, sand, and clay will be excavated. The dike revetment (packed stone) will also be replaced in several locations. The joint venture will use various crane barges, hydraulic excavators, dumpers, and bulldozers to complete the work.

The joint venture's bid was the most economically advantageous tender (MEAT) for this project. Very high scores were awarded to the following elements of the plan of approach formulated by the joint venture: process quality, quality of work method, and quality of environmental management, combined with an attractive price. The joint venture's work method makes provisions for the re-use of the material to be excavated, which will limit the amount of transport

required. Other benefits include less harm to the environment, reduced CO2 emissions and lower start-up costs.
Source : PortNews

NAVY NEWS

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Kindly find attached photo of the Royal Navy Albion Class Landing Ship [HMS BULWARK L15](#) entering Grand Harbour, Malta on Thursday 28th November, 2013. Photo : [Brendon Attard](#) - www.maltashippings.com (c)

Scandal Widens Over Contracts for US Navy Work

A scandal involving the US Navy's ship supply network, until now focused on the Pacific Fleet, has spread to another contractor working for Navy ships in the waters off the Middle East, Africa and South America.

The Justice Department is looking into allegations that the company, [Inchcape Shipping Services](#), with the help of subcontractors, overcharged the Navy by millions of dollars, interviews and previously undisclosed court documents show.

[Inchcape](#), which is owned by the government of Dubai, was suspended this week from winning new federal contracts and is expected to meet with Justice Department officials soon to discuss the case.

The civil fraud investigation, which was prompted by a whistle-blower who had worked for the company, is another serious embarrassment for the Navy, which is already grappling with a criminal investigation of its main ship supplier in the Pacific, [Glenn Defense Marine Asia](#).

The firm's owner, [Leonard Glenn Francis](#), was arrested in September on charges of conspiring to bribe Navy officials with cash, trips and prostitutes. In exchange, investigators say, those officials helped divert ships to certain ports where [Glenn Defense](#) submitted inflated bills. Three Navy officials have been charged with crimes, and four others, including two admirals, have been suspended over their ties to Mr. Francis.

"It's like finding a couple of cockroaches in the kitchen when you turn on the light," said Charles Tiefer, a former member of the federal Commission on Wartime Contracting in Iraq and Afghanistan and a professor at the University of Baltimore School of Law. "This suggests that this area of contracting is infested with problems, including a lack of competition, overbilling and resistance to government investigations." Investigators accuse [Inchcape](#) of a different scheme: that it paid commissions to subcontractors willing to give large discounts, then pocketed the difference instead of refunding it to the Navy.

A federal subpoena issued in March 2011 demanded that Inchcape turn over its records involving Navy ships and any discounts or rebates from subcontractors since 2002, court records show.

A Justice Department lawyer later sent the company an email saying investigators were especially concerned about its deals in supplying six aircraft carriers and four other ships from 2005 through 2009, and about its charges for fuel in Peru and for removing waste from ships in Bahrain, Dubai and South Africa. The email, which was included in court records, asked the company for a spreadsheet listing what the suppliers charged Inchcape, what it charged the Navy, and the company's profit margin for those and other port visits.

As was the case with [Glenn Defense](#), contracting experts say, the Navy ignored warning signs about Inchcape's questionable practices. Records show that the [Naval Supply Systems Command](#) extended Inchcape's largest contract seven times since 2010, when the Justice Department began investigating the whistle-blower's allegations. The company has won at least \$257 million for work in the Middle East under the contract. Since 2010, the Navy has awarded the firm at least eight other contracts, estimated at more than \$41 million, including three this year.

The Navy said it suspended Inchcape this week after finding "evidence of conduct indicating questionable business integrity." Rear Adm. John F. Kirby, the Navy's chief spokesman, cited significant overpayments to Inchcape and "conduct so serious" that it warranted the suspension. Inchcape can keep its contracts while suspended, but cannot win new orders without special agency approval.

Sheila Armstrong, head of corporate communications for Inchcape, said in an email that the Justice Department investigation and the suspension involved "a small number of Navy ships between 2005 and 2008." The company has been discussing its billings for that work with the Justice Department "with a view to bringing this matter to a conclusion," she said.

She also said that the company had conducted an "independent audit into its billing processes in 2009 and believes that this provided full answers to all of the questions raised." Under federal rules, suspensions, which are rare among major contractors, are not intended to punish firms for past deeds, only for continuing problems.

The government's subpoena in 2011 also asked Inchcape for documents about any entertainment, gifts, cameras and cellphones it had provided to Defense Department employees.

Such gifts were a major part of Mr. Francis's case, but Admiral Kirby said there were "no indications right now" of wrongdoing by naval officers in the Inchcape case. Inchcape, which also works for commercial shipping lines and other navies, calls itself the world's largest independent marine management company. The firm, which has its headquarters in Britain, was bought in 2006 by Istithmar World, a subsidiary of Dubai World, a state-run investment business headed by Sheikh Ahmed bin Saeed al-Maktoum, a relative of Dubai's ruler.

Dubai World also has stakes in Cirque du Soleil, Barneys New York and the Mandarin Oriental hotel in Manhattan.

Shortly after it bought Inchcape, Dubai World came under fire in Washington when it acquired a British company that operated several American ports. Politicians in both parties opposed the deal, contending that Dubai's ownership of those port operations was a threat to American security. Dubai World bowed to the pressure and sold its interests in the ports. Dubai World also tried to sell Inchcape in 2010. But the potential buyers walked away, according to news media reports, after hearing that the Justice Department might be investigating its work for the Navy.

The case started in early 2010, when a former employee filed a whistle-blower suit accusing Inchcape of defrauding the government. Under such suits, the claimants receive a percentage of any money recovered.

The Justice Department joined the suit and told Inchcape in September 2010 that it was investigating whether the company had "overcharged the Navy for its services in potential violation of the False Claims Act."

Even though such lawsuits are sealed to protect whistle-blowers from retribution, a few records in the case were placed in a public file late last year, when the Justice Department persuaded a federal judge to order Inchcape to hand over an internal audit of some of its billing practices. Inchcape claimed that the audit, which was completed in May 2008, was protected by attorney-client privilege. But Lawrence E. Cosgriff, a former United States merchant marine officer who had been an executive at Inchcape, filed a declaration saying that Claus Hyldager, the chief executive of Inchcape, had rejected a proposal that the law firm Arnold & Porter conduct the audit.

Mr. Cosgriff wrote in his declaration that he had sent two Inchcape employees to a workshop in Dubai in December 2007, where they heard about billing practices that "caused me to be concerned that there was potential liability for fraudulent conduct." But, he said, Mr. Hyldager "expressed dismay" that he had talked to a lawyer and decided the company would do the audit itself. Simon Tory, the group company secretary for Inchcape, wrote in another filing that Arnold & Porter had prepared a memorandum "summarizing the potential criminal and civil liability implicated by the activities as reported." Mr. Tory said that he oversaw the work on the audit, and that Mr. Hyldager "decided to follow up directly with some of the witnesses" to ensure the information was complete.

Mr. Cosgriff, through a lawyer, declined to comment. The company's spokesmen said Mr. Hyldager was unavailable for an interview.

People involved in the case said Mr. Cosgriff and several other Inchcape employees left the company in 2009 after the problems appeared to recur. Court records show that five of the 10 port visits that the Justice Department singled out as among its top investigative priorities occurred after the audit. They included a stop in South Africa in October 2008 by the aircraft carrier **Theodore Roosevelt** — the first visit there by an American carrier in 40 years — and three ship visits to Dubai and Bahrain in 2009. **Source : The New York times**



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Russia Floats out Stealth Submarine for Black Sea Fleet

A St. Petersburg-based shipyard floated out the first of six Varshavyanka-class diesel-electric submarines to be delivered to the Black Sea Fleet in the next two years.

The much-anticipated delivery of these submarines, dubbed by the US Navy as "black holes in the ocean" because they are nearly undetectable when submerged, is a key part of Russia's naval strategy in the Mediterranean, where Moscow has recently deployed a permanent task force consisting of some 10 surface ships. Construction of the Novorossiisk submarine started at Admiralty Shipyards in August 2010, followed by the Rostov-on-Don sub in November 2011 and the Stary Oskol in August 2012, RIA Novosti reported. The Varshavyanka-class (Project 636) is an improved version of the Kilo-class submarines and features advanced stealth technology, extended combat range and the ability to strike land, surface and underwater targets. These submarines are mainly intended for anti-shipping and anti-submarine missions in relatively shallow waters. The vessels, crewed by 52 submariners, have an underwater speed of 20 knots, a cruising range of 400 miles (electric propulsion) with the ability to patrol for 45 days. They are armed with 18 torpedoes and eight surface-to-air missiles. The Russian Black Sea Fleet has not received new submarines for decades and currently operates only one boat the Kilo-class **Alrosa**, which joined the navy in 1990. Commenting on the floating out of the Novorossiisk, Russian naval expert Capt. 1st Rank (Ret.) Mikhail Nenashev said Russia needs at least 10 Varshavyanka-class submarines in the Black Sea and the Mediterranean to protect the country's interests in the region. The expert specifically cited the presence of US warships equipped with the formidable Aegis integrated missile system in the Mediterranean and the deployment of US missile defenses in coastal countries around the region. **Source : FARS**

Queen Elizabeth's all-seeing eye in place as radar is installed

A large black slab now sits atop Britain's biggest warship as the huge radar antenna was fitted to the superstructure of HMS Queen Elizabeth.

The nation's future flagship now stands 56 metres (183ft) tall – higher than Nelson's Column – after the enormous Goliath crane lifted the 8.4-tonne long-range radar into place on top of the carrier's forward island. The radar – similar to those fitted on the Type 45 destroyers – safely arrived in Rosyth with its support, the mast cap, from Hengelo in the

eastern Netherlands back in September. Since then feverish work has been going on around [Queen Elizabeth](#) to complete her hull (finished earlier this month [NOV] with the addition of her ski ramp).

With the addition of the mast cap and black slab – officially an antenna, despite its size (32m² or 344ft²) – all of the ship's main structure blocks are now in place.

The radar, which provides a three dimensional, long-range picture not just of the skies around [Queen Elizabeth](#) but also the waters, sits 27 metres (88ft) above the flight deck, 50 metres (164ft) above the sea.



And that's still not the highest point on [Queen Elizabeth](#). When the communications pole mast is fitted next year it will be 70 metres (230ft) from tip to keel – which is almost as long as a River-class patrol ship. As for the radar, it can track up to 1,000 contacts up to a range of 400km (250 miles) from the ship. So, if fired up in Rosyth it could track every aircraft in UK skies as far south as Birmingham and Nottingham. Or from Queen Elizabeth's home base of Portsmouth (arriving over the winter of 2016-17) the radar's eyes can see as far north as the Lake District, as far south as Nantes and as far east as Brussels. It now falls to the weapon engineering department and Aircraft Carrier Alliance technicians to mesh the radar and the data it will gather in with the rest of the systems aboard.

It's the first time the civilian and RN engineers have worked side-by-side on a shipbuilding project; traditionally, shipwrights complete the installation of kit, then hand over the finished product to the Navy. In a ship's company of 50 at present, the WE department is 21-strong –

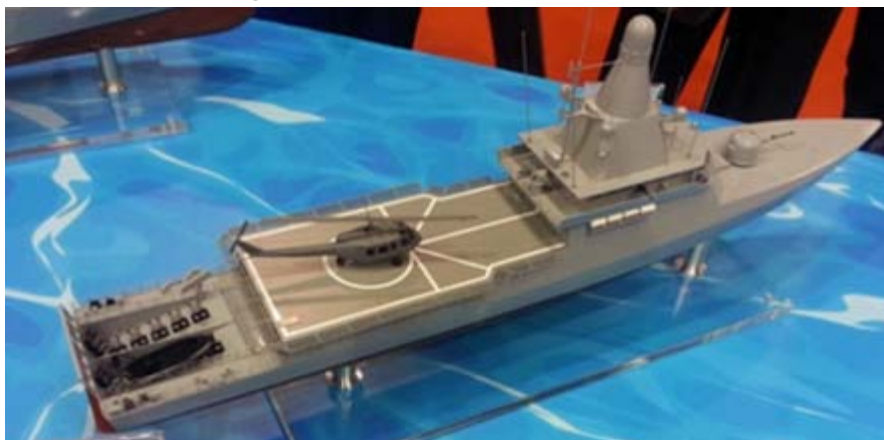
and will slowly rise to a full strength of 94 by 2015.

Given the size of [Queen Elizabeth](#) and complexity of her systems – billed as the Navy's ultimate engineer challenge – the engineers (marine and weapon) are keen to encourage their branch brothers and sisters to join them on the Forth.

Source : Royal Navy

MTU Diesel Engines Entrusted to Power Singapore's New Naval Fleet

All eight Littoral Mission Vessels to be equipped with MTU Series 4000 engines



[Tognum](#) has been awarded by [Singapore Technologies Marine Ltd](#) to power eight Littoral Mission Vessels for the Republic of Singapore Navy (RSN) with [MTU Series 4000](#) diesel engines. The Littoral Mission Vessels will be installed with state of the art, high efficiency [MTU 20V 4000 M93L](#) diesel engines, known for their low consumption and long service life, with each unit producing 4300kW (5766bhp). MTU Series 4000 diesel engines offer unrivalled power density in terms of volume-to power ratio and power-to-

weight ratio.

The application of the [MTU 20V 4000 M93L](#) engines in the new RSN fleet continues MTU's long history of providing propulsion systems to navies across the world.

MTU's reputation, brought about by its powerful, economical and clean engines combined with a track record as a leading innovator, has cemented its status as one of world's leading suppliers of engines and propulsion systems in the marine industry. MTU engines and propulsion systems suit a variety of applications including tugs, ferries, super yachts as well as naval vessels, which are used on all the world's oceans and in all marine areas. Source : [Tognum](#)

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The Court has begun liquidation of the "Okean" shipyard

controlled by Mr Novinskiy

The Mykolayev region economic court has issued a rule to commence a liquidation procedure of Mykolayev shipyard "Okean" (former Aker Yards Okean, Wadan Yards Okean, Damen Shipyards Okean). Corresponding ruling the court issued in Friday, November 01, 2013, thereby meeting the requirement of a creditors group, RBC-Ukraine news agency reports referring to a source of information close to the proceedings. The source says that the shipyard liquidation is in interests of a creditor Belmont Industries Inc (Belize). The source also says the company is affiliated with a current majority shareholder of the shipyard Zonel Operations Limited (Cyprus), which is controlled by a group of Russian beneficiaries connected with the shipyard Chairman of the Board Sergey Kopylov.

«Zonel is interested to commence the liquidation procedure because the control and executive structures at the yard are being eliminated, and thereby to abolish all claims issued by Okean B.V. for the Shipyard control shareholding, the main beneficiary of which is Konstantin Zhevago. Taking in account a Zonel very faint stance in courts, including international courts as well, the liquidation is to be a protective heavy argument in the course of which it could also be guaranteed the repayment of confirmed debt in an amount of UAH 625 mln», - the source points out.

We remind you that the Shipyard former shareholder Okean B.V. and its main creditor Logistic Solutions Limited (the British Virgin Islands), a Ukrainian businessman Mr Zhevago has connections with, in March of 2012 filed a joint legal action in the Netherlands in order to regain a control over the Shipyard. The defendants are companies: Olympus Investments (2001) B.V. (the Netherlands), Poizanter Holdings, Fradomna Investments, Blakur Company Inc (the British Virgin Islands). Later on the District court of the South county of New York (USA) was involved too.

The primary allegation claims that in March 2010 not long before the OKEAN B.V. former owner, Norwegian Wadan Yards Group AS, bankruptcy, a 98.74% of shares in the Shipyard were transferred to Blakur Company, which issued a promissory note as a payment. Soon afterwards and after the resale of the assets the Blakur Company declared own liquidation, and the 98.74% shares have being channelized throughout a row of offshore companies located in the Virgin Islands and Panama, and lastly in April 2011 became in possession of Olympus Investments (2001).

As Okean B.V. states, during the litigation around the shares of the Shipyard and its debts, on April 30, 2013, Director of Poizanter Holdings and Fradomna Investments under oath in the Court of Cyprus declared that these companies did

not transmit their debt claims, and therefore the documents submitted by Belmont Industries in the Ukrainian court bear stamp and signature name differences.

In April, 2013, The Mykolayev region economic court approved the Shipyard's list of creditors with total confirmed debts amounting to UAH 2.3 bln. The main creditors are Belmont Industries Inc and «Konsalting Gamma» (Kriviy Rig, Ukraine), the latter is regarded to be close to Vadim Novinskiy (earlier the company was an owner of "Zaporozhnerudprom" which is affiliated with "Smart Holding").

As we reported, the Mykolayev press posted that in November, 2011, in Mykolayev it was likely occurred an armed seizure of the shipyard "Okean". Then, on the 17th of November, 2011, the Shipyard Board of Directors appointed as the Shipyard president Mr. Vasiliy Fedin, which was the Kherson Shipyard director general. And that the Shipyard employees know, that the yard was under bankruptcy proceedings specifically for it to be handed over in the hands of "a suitable oligarkh". We need to add that the sale of the "Okean" shipyard was declared as the most flagrant deal of the year 2011. Moreover, in 2011 a group "Financy and Credit" expressed an interest to the "Okean" shipyard, which is controlled by Konstantin Zhevago. At that time there were intentions to invest cash in the shareholders capital of the shipyard. JSC Mykolayev shipyard "Okean" specializes in building and repair of container ships, tankers, towboats, barges of the displacement up to 350,000 tons. [Source : news.pn/ru](http://news.pn/ru)

Halifax shipyard workers walk out, allege worker's suspension led to suicide

About 200 people employed at the Irving Shipyard in Halifax walked off the job Thursday after the death of a worker who had just received a 30-day suspension.

A national representative for Unifor, the union that represents workers at the shipyard, said they believe the man committed suicide and were linking it to disciplinary action taken against him. But Rick Rose said the union doesn't know whether there was a link between the suspension and the man's death.

Hundreds of shipyard workers have walked off the job in Halifax, complaining of working conditions at the Irving Shipyard. (CTV Atlantic) "I couldn't possibly be certain there's any correlation whatsoever, but you can imagine there's probably some folks linking those two circumstances," he said.

RCMP Staff Sgt. Gerald Grobmeier said the man's death is under investigation but "it appears to be from a self-inflicted gunshot wound." Rose said the walkout was also triggered by growing frustrations over growing numbers of disciplinary letters, firings and suspensions of other employees. "When the workers learned of the tragedy of one of their colleagues ... they took a spontaneous, emotional reaction to rise up and express their frustration," said Rose.

The Irving Shipyard identified the man as Peter MacKenzie. "Our thoughts and hearts go out to Peter's family and friends, and to all here at the shipyard who worked with him," the company said in a statement. "It is not appropriate to speak about details regarding individual employees -- our objective here is to respect family and friends and the employee's memory." MacKenzie's family could not be reached for comment.

At the entrance to the shipyard, workers gathered through the morning, crossing the street and encouraging passersby to honk their horns. Bob Couture, a co-worker who knew MacKenzie, said the man was suspended because of alleged safety concerns over the way he set up scaffolding. But Couture said MacKenzie also faced other stresses in his life. "When I came in this morning, I was really upset. And the boys are just not putting up with it," Couture said.

"A lot of people here are blaming the situation he's been under, the stress he's been under. ... We see it as bullying."

Rose said the details of why the man was disciplined are still being discussed with management.

"The challenge for us on this specific incident is that it just happened this week and subsequent to any kind of event like that, an investigation ensues," he said. "And that hasn't happened yet." Shop steward Ryan LaPointe, an electrician, said part of the anger stems from a series of firings at the yard over the past year. "A bunch of people have been fired for no reasons," LaPointe said. "We've had enough." Deborah Page, a spokeswoman for Irving Shipbuilding, said in an email the company has "established processes in place to deal with issues raised. These are agreed to by both union and management. We respect these processes." Workers at the shipyard voted last November in favour of a new six-year collective agreement with Irving Shipbuilding. The company said the deal covered 1,000 unionized workers at the yard. At the time, Irving also announced president Steve Durrell had left the company, after working there for 27 years.

The Irving Shipyard was selected in 2011 to build Canada's new fleet of Arctic patrol vessels and warships. It is still negotiating contracts for the construction of the ships. [Source : atlantic.ctvnews](http://atlantic.ctvnews)

Shipyard suffers knock-back over warship repairs

PORTSMOUTH'S dockyard workforce faces a fresh blow after a bid to keep all future warship maintenance work in the city was thrown into doubt. Trade unions and politicians wanted BAE Systems' city base to be awarded the contract for the upkeep of Type 23 Frigates and six Type 45 destroyers.

But Philip Dunne, the government's minister for defence equipment, has told Portsmouth MP Mike Hancock that the 'majority' of major frigate repair work will be done at Plymouth's Devonport Royal Dockyard. He said the allocation of work is based on 'what's best for the maritime enterprise as a whole' and agreed by the Ministry of Defence, BAE Systems and Babcock Marine, which runs the Plymouth base. Mr Dunne said Portsmouth would be guaranteed contracts for three of the Type 45s, but didn't mention what would happen to the others.

Though a Ministry of Defence spokesman said the whole programme hadn't been worked out yet, city leaders fear this is yet another setback. Mr Hancock, who asked Mr Dunne parliamentary questions about the future of the city's yard, said: 'It looks like we will only get three of the Type 45s. Once again, the MoD is not playing fair by the workforce in Portsmouth. We need jobs safeguarded. 'We have to dig in and say: "No, this is a ship too far, as far as Portsmouth is concerned." We need some assurances that there will be enough work coming into Portsmouth to ensure that the yard remains viable.' It comes after BAE Systems announced it will move its shipbuilding operation away from Portsmouth to the Clyde, in Scotland, a move which has put nearly 1,000 shipbuilding jobs at risk. John Ferrett, a negotiations officer for trade union Prospect, which represents managers, engineers and specialists for BAE Systems' Portsmouth base, said there needs to be a steady flow of work before the arrival of the new Queen Elizabeth Class aircraft carriers in 2017 to ensure other jobs are protected.

'We were pushing to get all of the work for the Type 45s,' he said. 'BAE Systems and Babcock don't want to end up in a winner takes all situation. 'Whilst we could get all the work, we could end up losing it all. In the service side of the business, there are troughs in the next couple of years in terms of the workload.' A BAE Systems' spokeswoman said: 'BAE Systems is dedicated to supporting the surface fleet from Portsmouth Naval Base. The allocation of maintenance work to each UK naval base is determined by the MoD and the company remains committed to working with our UK customer to ensure capabilities are maintained to meet this allocation and the needs of the navy at Portsmouth.'

HERE are the key responses to some of the parliamentary questions Portsmouth MP Mike Hancock asked Philip Dunne.

Mr Hancock: 'I would like to ask the Secretary of State for Defence what his policy is towards the two properties leased to BAE Systems in Portsmouth Dockyard once their contract expires in September 2014, and ask how his department plans to use the shipbuilding shed once BAE Systems finishes its current work, and how this department intends to use other buildings no longer required for shipbuilding work.'

Mr Dunne: 'BAE Systems has confirmed that complex warship building in Portsmouth will cease in the second half of 2014... the current assumption is the facilities used for this activity will be returned to the department. (Manufacture and repair) activities will continue at the naval base and negotiations regarding extensions to the relevant leases (which expire next year) are at an advanced stage.

'We are looking at options to support employment-generating activity both in the dockyard and on adjoining MoD-owned land.' Asked whether Portsmouth was considered as the preferred location for the construction of all or any of new Offshore Patrol Vessels (OPVs) Mr Dunne said: 'Building OPVs in Portsmouth was among the options considered initially. As discussions with BAE progressed, it became evident that there would be clear business benefits consolidating shipbuilding capabilities on the Clyde.'

PORTSMOUTH South MP Mike Hancock has renewed calls for BAE Systems to secure commercial ship repair contracts at its city base. Though the defence firm has signed a new deal to continue its maintenance and repair work with two Solent ferry firms – Wightlink and Red Funnel ferries – Mr Hancock said new work needs to be brought in.

'It's important BAE does that,' he said. 'It needs to try and find more, because it's no good for the company to just sit back and wait for the work to come along. 'BAE has signed new contracts with the ferry companies but it was already doing their work. 'It needs to find out where the businessmen who have got large yachts are going, because some of them are as big as warships.' The Wightlink programme will see all seven Portsmouth and Lymington-based ferries undergo up to two-week periods in dock and will include annual inspections, engine, and propulsion unit overhauls and painting. As previously reported, David Williams, Portsmouth City Council's chief executive, said in the week to delegates at a networking session in London that the future of the city's dockyard was 'safe'. He said shipbuilding was a small part of the business and there were other areas of it which make money. **Source : Portsmouth News**

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Pacific Basin acquires seven newbuildings

Hong Kong-based bulk carrier owner, **Pacific Basin**, is purchasing seven newbuildings for a total amount of \$168.58m.

The transactions includes two 55,000 dwt newbuilding handymax vessels from **Sumitomo Corporation** at a total consideration of \$53m, two 37,400 dwt newbuilding handysize vessels from **Mistui & Co** for \$45.84m and three 37,500 dwt newbuilding handysize vessels from Giant Line for of \$69.75m.

The company is looking for opportunities to buy and charter both new and secondhand ships, the vessels can be purchased at attractive prices and will be beneficially employed in the company's fleet for the long term, the company said in a statement. **Source: Sino Ship News**

KNUD E. HANSEN A/S and Novenco Marine & Offshore get order from Carnival Cruise Line

KNUD E. HANSEN A/S, in cooperation with Novenco Marine & Offshore A/S, have contracted with Carnival Cruise Line to install state-of-the-art HVAC upgrades on the Victory, Triumph, Conquest and Spirit Class cruise ships, in order to improve the overall operational efficiency of their fleet, the company said in its press release.

Owner's newbuilding requirements often specify excessive capacity for HVAC systems in order to ensure passenger comfort while cruising in tropical climates. This means that there is significant potential for operational optimization when the vessels are in less demanding climates or in transitional periods where there are fewer passengers on-board. Furthermore the upgrade will ensure that the system is taking advantage of the simultaneous factor for persons and for various heat sources such as entertainment equipment, so that cooling capacity is transferred to the areas where needed. The basis of this technology, is to monitor the passenger flow and occupancy of each area. Ventilation is reduced to a minimum for unoccupied areas in order to save both electrical power and chilled water. Each area is controlled from a "Timeschedule", but to maintain a comfortable climate in the areas, CO2 sensors detect the passenger flow, and avoid any discomfort if the passenger flow changes

Up to 25% efficiency gains may be expected in the HVAC system, by upgrading equipment on-board, changing system operational parameters, and installing customized software to better manage operation of HVAC machinery. As a consequence, the payback period is expected to be less than 6 months. An "Energy Saving Calculation" program can

give daily reports to the operators and technical staff ashore, regarding the saving. Many of these upgrades have already been installed onboard several Carnival ships, and are performing as predicted and specified.

The new generation of the "TimeSchedule" and "Energy Saving Calculation" system, can be interfaced to most existing HVAC HMI control systems, and is therefore applicable to most vessels, without exchanging the HVAC HMI.

Further improvement of the energy efficiency for the HVAC system is in progress and can now be implemented, which will include chilled water flow control, "Freecooling" of chilled water for ships sailing with low outside temperature, Unoccupied Cabin control, improvement of Return Air and Enthalpy Wheels as well as demand air flow in Galleys.

Source : PortNews



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SCI accepts delivery of Kamsarmax Bulk carrier

The **Shipping Corporation of India Ltd. (SCI)** accepted delivery of a Kamsarmax Bulk carrier, m.v. "**Vishva Uday**". This is the third vessel of the four Kamsarmax bulk carriers ordered by SCI with Jiangsu Eastern Heavy Industries Co. Ltd., China. Orders for these vessels were placed in September 2010. The first two vessels were delivered in December 2012 and May 2013 respectively.

The vessels are suited for worldwide trading and can be alternatively deployed in cross trades depending on the opportunities available. These bulk carriers were ordered as part of replacement of SCI's existing Daewoo series Handymax bulk carriers which were built in 1986/87 and have been phased out from services. m.v. "**Vishva Uday**" has a gross tonnage of 44,861 tonnes and deadweight of 81,696 tonnes. The vessel is dually classed with BV and IRS and has been built to comply with the latest and most stringent international regulations.

With the addition of this vessel, SCI's fleet strength stands at 75 vessels of 5.95 million dwt. Acquisition of this vessel is in line with SCI's strategy of maintaining a modern and young fleet of vessels. The Company has 13 vessels on order at present. Source: The Free Press Journal

Terntank Rederi A/S orders the worlds most environmentally friendly tankers

Terntank orders two new LNG-driven 15,000 DWT tankers with delivery in February and May 2016. The order also includes an option for two more vessels. Terntank is the first shipowner to order vessels within the project platform Zero Vision Tool (ZVT), the company said in its press release.

With a newly developed dual fuel main engine from Wartsila and an advanced hull design from Rolls Royce Terntanks new vessels will be able to meet all future regulations already in 2016. The vessels emission of particles will be reduced by more than 90%, NOx by 80% and CO2 by 35% and the vessels will be built in accordance with IMO Tier III regulations..

- We will be using a large propeller together with a large main engine that only needs 65% of the maximum effect to reach a service speed of 14.5 knots. With LNG having a 10 to 15 percent better energy value compared to marine gasoil and with an optimized underwater hull design the vessels will have a fuel consumption of between 13.5 and

14.0 ton per day compared to today's 22 ton for existing vessels of similar size, says Jens P Buchhave, Managing Director of [Terntank Rederi A/S](#).

In order to cope with the higher building cost for these vessels Terntank is, together with other participants in the ZVT, working towards Ports and Governmental institutions for a 90% reduction in port costs and fairway dues. **Source** : PortNews



Malaysian Bulk Carriers sees Q3 profit slashed

Malaysian Bulk Carriers (MBC) saw its third quarter profit slashed by 50% as operating losses built up. Net profit during the period ended 30 September 2013 came up to MYR8.54m (\$2.65m), down 50% compared to MYR17.09m in the previous corresponding quarter. Revenue declined 2.5% year-on-year to MYR62.82m, MBC announced in a regulatory filing to the Kuala Lumpur exchange.

MBC posted a quarterly operating loss of MYR6.3m in July to September this year compared to a loss of MYR2.94m in the preceding quarter of 2012. It added that charter rates earned increased only marginally quarter-on-quarter but the improvement was eroded by the higher docking cost as three vessels were docked during the quarter.

"Although the supply of bulk carriers is forecasted to slow to 6% in 2013 (down from 10% in 2012 and 15% in 2011), it still outpaces the dry bulk trade which is projected to grow only at 5%. Overall, increased dry bulk imports by China and India are expected to remain the main drivers of global trade growth next year," MBC commented.

"The outlook for both dry bulk and tanker remains challenging as supply of newbuildings continues whereas vessel scrapping has slowed down," it said.

MBC has taken delivery of two new vessels, one supramax and one handysize, under long term charter this year and has another six new vessels in the pipeline for deliveries in the next three years. **Source:** Seatrade Global



The [SICHEM CONTESTER](#) outbound from Rotterdam – **Photo :** Paul Gerdes ©

DP World's new terminal at Jebel Ali Port takes four gantry cranes

DP WORLD's new Container Terminal 3 at Jebel Ali Port has received the first four of 50 Rail Mounted Gantry (RMG) cranes from Shanghai Zhenhua Heavy Industries Company (ZPMC) in China.

Another four ship-to-shore (STS) quay cranes are expected to arrive by ship in the next three weeks having already set sail from the ZPMC yards. A total of 19 quay cranes are on order for the four million TEU capacity terminal, which is due to open in 2014. The cranes are to be installed alongside a 1,860-metre-long and 17-metre-deep quayside that can handle four of the world's largest container ships simultaneously. The 70 hectare yard will increase total capacity at Jebel Ali Port to 19 million TEU with the ability to handle 10 ultra large container ships (ULCS) at the same time, a DP World statement said.

The 600-ton RMG's are 50 metres wide and 32 metres high. They can lift single and twin TEU boxes weighing up to 50 tons from the trucks into a stack area of 10 containers wide and six containers high.

Said DP World vice president Mohammed Al Muallem: "As our customers are ordering larger vessels, they are looking at high efficiency hub ports which is Jebel Ali's strength.

"Our new container terminal will further strengthen our position as the most efficient and modern gateway for cargo in the Middle East and wider region and enhance Jebel Ali's role as an economic driver. DP World is committed to ensure that we are well placed to cater for future growth in the UAE and GCC." Source : Schednet

G6 Alliance reportedly ready to make US west coast ports in April 2014

MEMBER shipping lines of the G6 Alliance lines are reported to be expanding their transpacific trade coverage to include the US west coast from the second quarter of 2014, according to PR News Services.

The six carriers - APL, Hyundai Merchant Marine, MOL, Hapag-Lloyd, NYK and OOCL - six months ago expanded their global service network to include the Asia-US east coast by jointly operating three Suez Canal services and three through Panama.

The American Journal of Transportation (AJOT) reports that the services set to come under the G6 banner from April 2014 are the Pacific Northwest service (PNW) operated at present by the New World Alliance, and the Pacific China Express (PCX) service.

The services will be re-branded the Pacific North 2 (PN2) service and the China California 1 (CC1), respectively.

The port rotation for the PN2 will remain unchanged, calling at: Kaohsiung, Hong Kong, Shenzhen-Yantian, Shanghai, Busan, Tacoma, Seattle, Vancouver, Busan, Kwangyang and back to Kaohsiung. The service will deploy six 8,900-TEU ships operated by HMM. The CC1 service's route will continue as: Ningbo, Shanghai, Kwangyang, Busan, Los Angeles, Oakland, Kwangyang and back to Ningbo. The CC1 will be run by six 6,800-TEU vessels, also provided by Hyundai.

BOEKBESPREKING

Door : Frank NEYTS

"Hoogtij"

'Hoogtij. Maritieme identiteit in feesten, tradities en vermaak' onder redactie van Sjoerd de Meer en Joost Schokkenbroek is een gezamenlijke productie van het Maritiem Museum Rotterdam en Het Scheepvaartmuseum Amsterdam wordt uitgegeven door Uitgeversmaatschappij Walburg Pers te Zutphen. De feestelijke presentatie van het boek vond plaats op 29 november 2013 tijdens de 21ste editie van het Museumsymposium in het Scheepvaartmuseum te Amsterdam. De belangstelling voor de geschiedenis van ons eigen land, stad of familie is zeer groot. Wij willen weten wie we zijn en hoe we dat zijn geworden. Meer dan ooit lijkt het ongrijpbare begrip 'identiteit' op diverse niveaus aandacht te genieten. Genealogische verenigingen floreren door de populariteit van familiegebonden onderzoek. Op nationaal niveau lijkt eveneens sprake te zijn van toenemende belangstelling voor enerzijds het 'typisch Nederlandse' en anderzijds de rol van dat typische Nederlandse in een bredere internationale context. Nederland is een waterland. Maritieme activiteiten zijn altijd van groot belang geweest voor de Nederlandse economie, maar ook in cultureel opzicht – in gebruiken, uitdrukkingen, aspecten van het dagelijkse leven – heeft de scheepvaart tastbare sporen achtergelaten.

De auteurs behandelen in deze bundel voorbeelden van maritieme feesten en vermaak aan de wal en op zee. Aan bod komen ondermeer de feestelijke opening van het Noordzeekanaal in 1874, de feesten rondom onze zeeheld Michiel De

Ruyter, de feestelijkheden rond een tewaterlating, en ook het vermaak van bemanningsleden en passagiers aan boord. In hoeverre zijn deze feesten en dit vermaak typisch Nederlands? En zegt dat typisch Nederlandse dan ook iets over de Nederlandse volksaard?

"Hoogtij. Maritieme identiteit in feesten, tradities en vermaak" (ISBN 978-90-5730-940-3) telt 128 pagina's en werd als softback uitgegeven, en kost 24.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



The **NYK HERMES** arriving in Rotterdam – **Europoort** – Photo : Jan Verhoog ©

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