



Number 340 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 06-12-2013

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

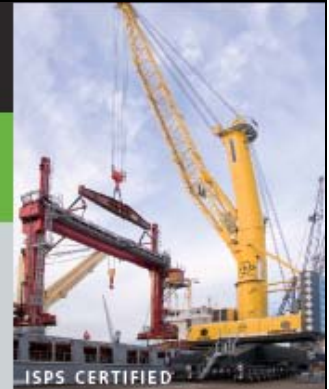
**stevedoring & warehousing**

**SHORECRANES UP TO 208 M / TONS**

**rhb**  
ROTTERDAM

PROJECT CARGO  
HEAVY LIFTS UP TO 1500 TONS  
INDUSTRIAL BREAKBULK  
ASSISTING OFFSHORE VESSELS

e-mail [office@rhb.nl](mailto:office@rhb.nl)  
web [www.rhb.nl](http://www.rhb.nl)  
telephone +31 (0)10 429 94 33  
port 2157, Rotterdam



The brandnew ASL Shipyard built [MERMAID LEEUWIN](#) moored at the Keppel Marina in Keppel Bay Singapore awaiting the naming ceremony as seen from the Tiger-Skytower at Sentosa Island – Photo : Piet Sinke © [CLICK on the Photo to view the High Res version](#)

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  
**PLEASE SEND ALL PHOTOS / ARTICLES TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

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

## EVENTS, INCIDENTS & OPERATIONS



**SAS AWARD WINNER**

**P-Trap**

**Simple and Effective Design for Defense Against Piracy**

**DOCKWISE**

Westmark BV | The Netherlands | Phone +31 (0)33 461 48 44

Visit the new website [www.PTrap.com](http://www.PTrap.com)

See also : <http://www.youtube.com/watch?v=Nq8yPtNKF10>



The **CITY OF ST PETERSBURG** at the river Tyne – Photo : Kevin Blair ©

## Double donations for Typhoon Haiyan survivors



Double your donation to victims of Typhoon Haiyan by giving at [www.biggive.org](http://www.biggive.org) on 5th, 6th or 7th December 2013

Super Typhoon Haiyan devastated the Philippines when it hit on Friday 8th November. The scale of the destruction is unbelievable – thousands dead and hundreds of thousands more left without water, food or shelter.

**Sailors' Society** chaplains globally are helping to connect Filipino seafarers to their loved ones back at home. Chaplains from Manila and Subic Bay in the Philippines have been relocated to be nearer to the epicentre of the disaster, offering comfort and practical aid to those in the area. An experienced member of the UK team has also flown out to co-ordinate the operations from Manila.

Sailors' Society has been chosen as one of 30 charities to compete for funding in the Garfield Weston Foundation Matched Funding Challenge. After 10am GMT on Thursday, Friday and Saturday this week they will match fund any



donations made to these charities via the BIG GIVE website. BUT the pot is only so big, and funds are limited. Which is why **WE NEED YOUR HELP!**

By donating by debit or credit card [HERE](#) at 10am GMT 6th or 7th December, your £10 could become £20, meaning double the impact for Filipino seafarers. Please donate today to help us help the people of the Philippines in the wake of this disaster. Donate today to help Sailors' Society provide vital contact between seafarers and their families.

**Donate today so we can help people rebuild their lives.**



## **20 more companies sign the Maritime Singapore Green Pledge**

Twenty more maritime companies came together today to sign the Maritime Singapore Green Pledge to signify their commitment towards promoting clean and green shipping in Singapore. They join the 40 companies that have already signed the Green Pledge so far, MPA said in its press release. The signing took place during the Singapore Registry of Ships Forum on "Responsible Shipping" and was witnessed by Mr Lam Yi Young, Chief Executive of the Maritime and Port Authority of Singapore (MPA).

The 20 new signatories of the Green Pledge are listed in Annex A and include shipping lines, salvage companies and offshore service providers. A total of 60 organisations have signed the Green Pledge and pledged their commitment to promote clean and green shipping in Singapore. (Annex A also includes the lists of companies that signed the Green Pledge in 2011 and 2012)

The Maritime Singapore Green Pledge was launched in 2011 as part of the Maritime Singapore Green Initiative. The Maritime Singapore Green Initiative comprises three programmes - Green Ship Programme, Green Port Programme and Green Technology Programme. As of end November 2013, 96 Singapore-flagged ships have been recognised as Green Ships under the Green Ship Programme, more than 1,900 vessel calls have enjoyed port dues concessions under the Green Port Programme and S\$12 million of co-funding has been approved under the Green Technology Programme. (Please refer to Annex B for a fact sheet on the Maritime Singapore Green Initiative.) The Singapore Registry of Ships Forum on "Responsible Shipping" was organised by MPA for owners and operators of Singapore-registered ships to exchange views and insights on the challenges faced by various stakeholders in ensuing safe, secure and efficient global shipping activities. More than 200 senior maritime executives attended the Forum.

During his welcome remarks at the Forum, Mr Lam Yi Young, Chief Executive of MPA, announced that starting from 1 January 2014, the Singapore Registry of Ships will introduce a new Annual Administrative Fee scheme to provide greater administrative convenience and lower transaction costs for owners of Singapore-flagged ships. Under this scheme, ship owners will have the option of paying an annual fee of S\$600 per ship instead of making payments on a per transaction basis. The majority of ship owners will pay less in total fees if they opt for the Annual Administrative Fee scheme.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

# MERMAID LEEUWIN DELIVERED IN SINGAPORE BY ASL MARINE

Last Monday December 2nd afternoon another celebration, this time at the Keppel Marina in Singapore where the 82 mtr long PSV **MERMAID LEEUWIN** was named by **Ms Robyn Ahern**.



The **MERMAID LEEUWIN** is built at **ASL MARINE** in Singapore for **MERMAID MARINE AUSTRALIA**. The PSV is named after famous Cape Leeuwin located the most Southern Westerly tip of Australia where the Indian and Southern Oceans meet, here stands the **Cape Leeuwin Lighthouse** as a solitary sentinel. The Lighthouse was totally manually operated until 1982 by a clockwork mechanism & kero burner, one of the last in the world.



Before the naming ceremony the lion dancers performed a good show, with dancing / jumping on the poles .





Then it was time for **Ms Robyn Ahern** to deliver her speech prior breaking the famous bottle of champagne at the vessel as seen on the right



before we were allowed to enter the gangway to



have a look on the vessel **Ms Robyn** had to cut the ribbon First "top open the gate, this was done whilst the 2 lions were watching **Ms Robyn**, it was worth waiting for, as we entered the vessel

Left **Mr Ang Kok Leong**, Executive Director of **ASL MARINE** presented a large bouquet of flowers to **Ms Robyn**

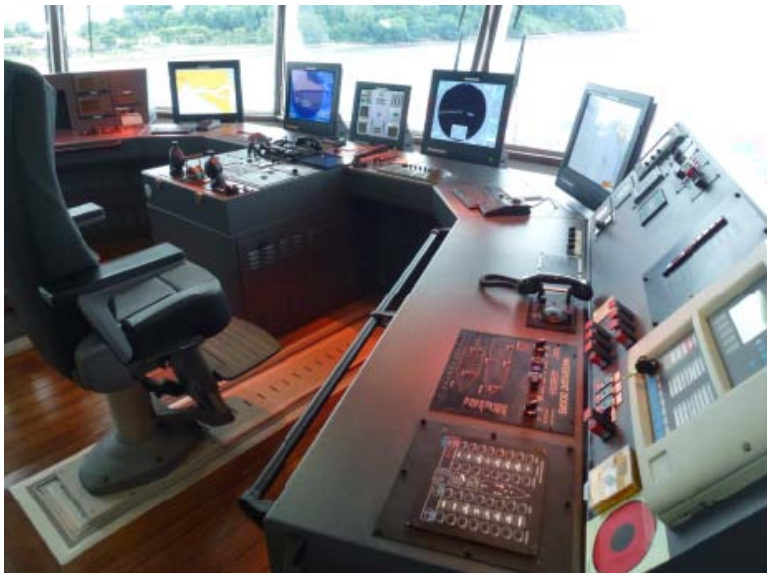


The PSV with IMO number 9674658 is [Singapore registered](#) and is having the DNV class notification :

1A1, SF, E0, DYNPOS-AUTR, DK(+), HL(2.8), Clean Design, Naut-OSV, Comf-V3, LFL\*, OilRec, FiFi 1







The [Wheelhouse](#) of the vessel is well equipped, with on the left top seen the front of the wheelhouse, and top right the view to the stern, it has to be noted that the [wheelhouse](#) is equipped with very large windows giving a very good view around the vessel. Left is seen the communication console and below the DP station at the aft panel.



Going down from the wheelhouse via the accomodation for 28 pax to the engineroom it was noted that the vessel is equipped with specious cabins and a nice messroom





## Our energy is invested in major maritime projects

ASL is eager to build better ship for good people. High tech on the Sea is our business



The [engine room](#) is equipped with 4 [Cummins KTA 50 DM 1](#) generators of 1200 eKw each which are delivering the main power to the vessel, installed are 2 x [Brunvoll Type FU-74-LTC 2000](#) 880 kW 1190 RPM bow thrusters and 2x 1600 kw azimuth thrusters equipped with a fixed pitch propeller



The vessel is equipped with 341.8 m3, 6 dry- bulk tanks, further more the vessel is having a capacity for 979.3 m3 Fuel oil, 1740 ton Drill water, 1066 ton Fresh water, 977.5 m3 Liquid mud, 977.5 m3 Brine,



254.9 m3 Base oil, 104.6 m3 Methanol which can be discharged via stations located at Port and SB side stern

**Photos : Piet Sinke** – Please **CLICK on the photos** above to view the high resolution version



### M3 MARINE GROUP

#### M3 MARINE OFFSHORE EXPERTISE

- OCIMF OVID & IMCA CMID Inspections
- IMCA Dive System Audits
- FMEA Authoring & Auditing
- DP Consultancy/Annual DP Trials
- Technical/Commercial Due Diligence

[expert@m3marine.com.sg](mailto:expert@m3marine.com.sg)

#### M3 MARINE OFFSHORE BROKERS

- Chartering (Time & Bareboat)
- Sale & Purchase (including Newbuilding)

[mail@m3marine.com.sg](mailto:mail@m3marine.com.sg)

[www.m3marine.com.sg](http://www.m3marine.com.sg)

1 Commonwealth Lane #06-21, ONE Commonwealth Singapore 149544 Tel: +65 6327 4606

## Hamburg Süd christens “Cap San Augustin” in Hong Kong

On Friday, 29 November 2013 Hamburg Süd celebrated the christening of its container ship “[Cap San Augustin](#)” at the Kai Tak Cruise Terminal in Hong Kong. With a nominal slot capacity of 9,600 TEU, the newbuild is one of the largest ships owned by the Group. At the same time, with its 2,100 reefer plugs the “[Cap San Augustin](#)” is currently one of the largest reefer capacity ships worldwide, the company said in its press release.

The “[Cap San Augustin](#)” is the third container ship in a series of six newbuilds in the new “[Cap San](#)” class. After delivery from the Hyundai Heavy Industries shipyard in Ulsan (South Korea), the ship was introduced into the Group’s liner service between Asia and the South American East coast at the beginning of September 2013. Source : [PortNews](#)



03-12-2013 : MV [JOSE MARIA ENTRECANALES](#), moored in Las Palmas, 03 December 2013.

Photo : [Robert Jan Steenbergen](#) ©

## Man charged with trying to sell shipbuilding secrets to China

A Canadian naval engineer is accused of trying to send classified information on Canada’s shipbuilding strategy and marine sovereignty to the Chinese government. [Qing Quentin Huang](#), 53, from Waterdown, Ont., was arrested in nearby Burlington on Saturday, just two days after the RCMP say they became aware of the allegations against him.

The RCMP allege that they learned on Thursday that Huang was taking steps to pass on classified information to China relating to Canada’s national shipbuilding strategy.

Huang is a Canadian citizen and an employee of [Lloyd’s Register](#), a subcontractor to [Irving Shipbuilding Inc.](#), the RCMP said Sunday at a news conference to announce the arrest.

“These are documents of a confidential and sensitive nature to the government of Canada that relate to their vessels that support our marine services in relation to sovereignty here in Canada,” said RCMP Chief Supt. Jennifer Strachan.

The company is a supplier to Irving Shipbuilding on a contract for arctic offshore patrol ships, and Irving’s president said in a statement that security of information is tightly controlled at his company. Huang was never on Irving property, Kevin McCoy said in the statement. Huang didn’t have security clearance and didn’t have direct access to any classified or controlled information in [Lloyd’s Register Canada Ltd’s](#) possession, Lloyd’s said in a statement.

Huang has worked as a structural design appraisal engineer for Lloyd’s at its Toronto Design Support Centre since April 2006, the Lloyd’s statement said. “Mr Huang is being suspended forthwith without pay until the matter is fully investigated and resolved,” the Lloyd’s statement said.

“We are doing everything we can to assist the RCMP with their investigation.”

The federal government has said [Irving’s shipyard](#) in Halifax would build between six and eight Arctic offshore patrol ships. The national shipbuilding strategy also includes frigates, naval auxiliary vessels, science research vessels and ice breakers, Strachan said. “In these types of cases, sharing of information may give a foreign entity a tactical, military or competitive advantage by knowing the specifications of vessels responsible for defending Canadian waters and Canadian sovereignty,” she said.



"Having access to the products of very valuable and costly research and development may also provide unfair competitive and economic advantage." Huang communicated with someone at the Chinese embassy in Ottawa, the RCMP said, though the Mounties would not say if that was how they became aware of Huang's alleged activities.

Huang is charged under the Security of Information Act with two counts of attempting to communicate classified information to a foreign entity. He could face life in prison. Huang is being held in custody pending a bail hearing Wednesday in Toronto, the RCMP said.

His alleged actions were not state-sponsored, Strachan said. He is suspected to have worked alone. Lloyd's Register co-operated with the investigation and was "extremely helpful," Strachan said.

Police were able to act swiftly to safeguard the information and the investigation involved various policing agencies, the RCMP said.

"National security investigations are complex in nature and this one was no different, despite that we were able to move quickly to disrupt a threat to Canadian interests," RCMP Chief Supt. Larry Tremblay.

"It is important to understand that there is more to national security investigations than focusing solely on terrorism. It is about protecting Canadian interests and taking the steps we need to protect our Canadian sovereignty."

The RCMP is not aware of any threat to public safety at this time, said Strachan.

"Based on the information we gathered during the operation a decision was made to arrest the suspect yesterday and put an end to his efforts to undermine our sovereignty," she said. "We are confident that our prompt and firm intervention has limited the damage to our collective safety and security." Huang's arrest is only the second such case in recent memory, the RCMP said.

Jeffrey Delisle, a naval intelligence officer, was sentenced to 20 years in prison earlier this year after pleading guilty to selling classified Western intelligence to Russia during a four-year period starting in 2007.

A CSIS analysis declassified in September warned that the Delisle case typifies the "insider threat" acts including espionage, unauthorized disclosure of secrets, embezzlement, sabotage and theft.

It cited research by the American Defence Personnel Security Research Center, which found that almost all spies were loyal and trustworthy when given their initial security clearance.

The research found most rogue insiders were male and were spurred to betray their country by factors such as revenge for a perceived wrong, the need for cash to support an addiction like gambling, divided loyalty that prompted a desire to help another country, or radicalized beliefs that made them see their organization as an adversary. **Source : Canadian Press**

# OCEANWIDE SAFETY AT SEA





**OCEANWIDE S.a.S.**  
**Safety at Sea**

HARBOUR 1357 // BRIESELAAAN 69 // 3081 AA ROTTERDAM  
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS  
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36  
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



**NORSAFE**  
Norsafe BV

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMISSIONING // LOAD TESTING

## Recent reform of German maritime law

### Introduction

The purpose of this article is to draw Assureds' attention to the recent reform of German maritime law.

New maritime trade legislation, aimed at modernising German maritime law, entered into force in Germany on 25 April 2013. Many areas of maritime law were revised, with the objective of simplifying the law, taking into account Germany's role as a significant trading nation.

Due to the comprehensiveness of the changes brought about by the relevant amendments to the German Commercial Code, this article will highlight only the most significant of them. These include the incorporation of comprehensive provisions relating to time and bareboat charterparties, the introduction of the concept of “performing carrier”, the extension of the ship-owner's liability for damages and the facilitation of the arrest of ships.

### **The background to the reform**

Germany is a member of the Hague Rules and has never signed the Hague-Visby Protocol. However, prior to the reform, many provisions of the Hague Visby Protocol were part of the German Commercial Code (albeit some clauses were slightly amended). The German government has chosen to remain a signatory to the Hague Rules. However, under the new rules, in addition to provisions of the Hague-Visby Protocol being implemented, principles from the Hamburg Rules and Rotterdam Rules have also been incorporated. As a result, the current position under German law is more complex than before.

### **The main changes to German maritime law**

#### *Ship arrest*

Under the previous legislation, the threshold for arresting a vessel was high. There were a limited number of specific grounds for arrest (e.g. being unable to enforce a judgment in a foreign country). As a consequence, arrests were rarely granted by German courts. Under the new maritime law, the position is much simpler, and it is sufficient to show that there is a claim against the vessel owners. Arrest orders are already being granted more frequently since the new legislation came into force, demonstrating the effectiveness of the changes.

#### *Provisions on time and bareboat charterparties*

For the first time, detailed provisions have been introduced in relation to time and bareboat charterparties. The new rules include an obligation of a ship-owner to immediately disclose the existence and name of the bareboat charterer to a Claimant if the ship-owner wishes to shift the responsibility to the bareboat charterer. If such disclosure is not made “promptly” (i.e. without undue delay), the ship-owner can be held responsible even if the bareboat charterer, rather than the owner, caused the damage.

#### *Exclusion of liability and the parties' freedom of contract*

In contrast to the Hague-Visby Rules, under German law an owner's liability is no longer excluded in case of a navigational fault by his crew or in case of fire. This new concept is an example of German law adopting ideas found in the Hamburg/Rotterdam Rules. Hence, it is very important for carriers to expressly exclude liability for navigational fault and fire in their bill of lading terms and conditions.

#### *The “performing carrier”*



The reform also introduces a completely new concept into German maritime law, namely the “performing carrier”. The “performing carrier” is meant to be a person who actually performs the transport, but who is not the contractual carrier. Although it is not expressly stated, the “performing carrier” can be anyone including the sub-carrier, time charterer, sub-charterer or arguably even the terminal operator.

The “performing carrier” will be liable under the exact same terms as the contractual carrier under the main contract of carriage. As a result, it will be very important for the “performing carrier” to ensure a back-to-back liability regime reflecting the contract between the shipper and the contractual carrier. By way of example, it will not be enough for a “performing carrier” to exclude liability in its terms and conditions for, say, fire. If such exclusion is not also agreed between the shipper and the contractual carrier, the “performing carrier” will still be liable for damages caused by fire even though his liability for damages caused by fire was excluded in his general terms and conditions. The reason being that under the new rules, the “performing carrier” is liable under the same terms as the contractual carrier.

#### *Indemnity claims*

The reform also changed the limitation period for indemnity claims. Whilst the one-year limitation period for cargo claims has not changed, the additional three-months' notice period - known from the Hague Visby Rules - has been deleted. According to the Hague Visby Rules, a recourse claimant may commence recourse proceedings against a defendant within three months after claim submissions have been served on him. Under the new German law, it will not be possible any longer to await the service of claim submissions before holding the recourse defendant liable. Rather, under the new German law, it is necessary to hold the defendant liable within three months after having become aware of an incident. If notice is given within three months after the incident, recourse proceedings may be commenced as late as one year after the claimant has received a final judgment.

### **Comment**



This maritime law reform has been long anticipated by the German maritime industry. It is hoped that it should prove to be a successful modernisation of German maritime law. The relevant part of the German Commercial Code is now much shorter and clearer in structure. However, due to the fact that German maritime law now incorporates provisions from the Hague Visby Rules, the Hamburg Rules and Rotterdam Rules, the legal position is somewhat more uncertain - at least at this early stage whilst the law remains relatively untested, and the maritime trade industry is not yet completely familiar with the new law.

We are very grateful to **Dr. Tim Schommer of Ince & Co Germany LLP** for providing us with the above article. **Tim Schommer** ([tim.schommer@incelaw.com](mailto:tim.schommer@incelaw.com)) is a partner in the Hamburg office of the law firm **Ince & Co.** He advises on commercial, shipping and insurance matters including litigation and arbitration. He has specialist expertise in handling shipbuilding, ship repair, yachting and casualty disputes.

Source : Michael Else and Company Limited, as Managers E. & O.E.



The **CHL INNOVATOR** leaving Malta – Photo : Michael Cassar ©

For Your Total Transportation & Installation Solutions  
Tel +65 6839 6500      [marketing@poshterasea.com.sg](mailto:marketing@poshterasea.com.sg)

**POSH TERASEA**

## Frontline 2012 cancels all VLCC orders at Jinhaiwan

John Fredriksen's **Frontline 2012** announced in its third quarter report that the company has cancelled the last of the five VLCC orders at **Jinhaiwan Shipyard** in China due to the excessive delay compared to the contractual delivery date and demanded payment from Jinhaiwan in respect of installments paid and accrued interest.

The company also has eight newbuilding contracts with **STX Dalian Shipbuilding** which has encountered financial difficulties and the construction has stopped. **Frontline 2012** said it is following the situation closely and will make

every effort to ensure that **STX** delivers the newbuildings, however, there is a substantial risk that these newbuildings will not be delivered according to the contracts. **Source : SinoShipNews**

## Container firms order new ships to gain economies of scale

Global container shipping companies have a strong appetite for new vessels, despite existing overcapacity, because they want to trade up to larger ships to benefit from economies of scale, according to shipping analysts.

Shipping association Bimco expects total container shipping fleet capacity to grow by 5.9 percent in 2013, although estimates for the amount of container capacity being scrapped are at a record high.

"Despite the challenge they face, the second tier carriers continue to have a strong appetite for new capacity," shipping newsletter Alphaliner wrote on Tuesday.

Ordering new ships is aimed at lower operating costs to match economies of scale enjoyed by the largest carriers with the biggest vessels. Alphaliner said the order book of the three largest carriers, Maersk Line, part of Danish conglomerate A.P. Moller-Maersk, Switzerland's Mediterranean Shipping Company and France's CMA CGM CMA CGM, currently stands at 15.6 percent of their current fleet.

The combined order book of the next 18 carriers has reached 19.8 percent of their existing fleet.

Nine of 17 carriers reported positive operating earnings in the third quarter, but performances of individual carriers were mixed and operating profit or loss ranged from minus 5.1 percent for Regional Container Lines RCL.BK to plus 8.1 percent for Maersk Line.

"The largest carriers continue to enjoy significant scale advantages, with Maersk and CMA CGM, the first and third largest carriers, continuing to outperform the rest of the industry," Alphaliner said.

Maersk Line has taken delivery of five mega ships with a capacity of 18,270 TEU each this year and another 16 sister ships will be finished by DSME (042660.KS) shipyard in South Korea and delivered within the next year and a half.

The average size of container ships on the busy routes between ports in Asia and Northern Europe exceeded 10,000 TEU earlier this year.

Bimco expects that vessels with a total capacity of 450,000 twenty-foot containers (TEU) will be scrapped in 2013, which is the highest annual total ever to be scrapped in the industry.

"It is one of the best ways the industry can help themselves," shipping analyst Peter Sand from Bimco said.

He said the average age of scrapped container ships has fallen to around 22 years from around 30 years a few years ago.

The container shipping industry has been struggling with overcapacity because of too many vessels and too few goods to transport as a result of the economic downturn.

Maersk Line, the global market leader with nearly 600 container vessels, has said it planned to increase spot rates on routes from Asia to Northern Europe by \$750 per TEU with effect from December 15, a 75 percent increase if successful.

Competing liners such as Israel Corporation-controlled (ILCO.TA) Zim Lines, Chinese company Orient Overseas Container Line (0316.HK), South Korea's Hanjin Shipping (117930.KS) and German-based Hapag-Lloyd HPLG.UL have also announced rate rises with effect from mid-December. Bimco expects fleets to grow by a lower pace in 2014 than in 2013. **Source: Reuters**

## KKR Said to Hire Goldman Sachs for Turkish Shipping Sale

**KKR & Co. (KKR)**, the private-equity firm run by Henry Kravis and George Roberts, hired Goldman Sachs Group Inc. (GS) to sell its Turkish shipping company U.N. Ro-Ro Isletmeleri AS, three people with knowledge of the matter said.

The New York-based buyout firm, which bought the operator of roll-on roll-off transport vessels for about 910 million euros (\$1.23 billion) in 2007, plans to sell its majority stake in the Istanbul company next year, the people said, asking not to be identified because the matter is confidential. KKR's assets include private equity, credit, hedge funds and other alternatives to stocks and bonds. The firm has been among the most active buyout firms in deploying capital this



year and last month sold about 1.1 billion-euros worth of shares with Permira Advisers LLP in ProSiebenSat.1. Media AG.

KKR bought 97.6 percent of the Turkish company, which counts 12 vessels in its fleet and operates routes to Italy's Trieste, Toulon in France, and to Damietta in Egypt, in its first acquisition in Turkey and the biggest private equity investment in the country at the time.

A spokeswoman for Goldman Sachs in London declined to comment, as did a KKR spokeswoman. U.N. Ro-Ro declined comment. Unlike most European roll-on, roll-off operators, which specialize in short-sea crossings, U.N. Ro-Ro has developed long-distance Mediterranean routes linking Turkey with Trieste on the Adriatic in northern Italy and the southern French port city of Toulon. The sailings allow truck drivers to bypass the Balkan region, where highways are relatively underdeveloped. UN Ro-Ro's shipping to Egypt increased this year as about 80 percent of road transport to Syria shifted to ro-ro through Egyptian ports and then through the Suez Canal, Mustafa Yilmaz, owner of logistics company Cem-Ay Nakliyat said by telephone. **Source: Bloomberg**

## CASUALTY REPORTING



**MULTRASHIP**  
TOWAGE & SALVAGE

**WWW.MULTRASHIP.COM**  
**+31 (0) 115 645000 (24/7)**

© Jan Plug

## Cruise Ship Ocean Countess on Fire in Greece

Here is a startling that reveals the fire on **MV OCEAN COUNTESS** at Chalkis port in Greece. There weren't any injured, as the cruise liner has been docked since some recent charter cruises to the United Kingdom. There were 5 people, working onboard the cruise ship when the fire broke out onboard the vessel, according the preliminary reports. No cause of the accident was given so far, but the workers were evacuated in good condition.

**See the movie of the fire :** <http://www.youtube.com/watch?v=iU-4TxE6W4w>

The little cruise liner was built on 1976 as **CUNARD COUNTESS**, as the company operated her through 1996. Since that time, the cruise ship has been owned by Royal Olympic, Awani Crusies and currently by Majestic International since 2004. The damaged **MV OCEAN COUNTESS** cruise ship is 17,593 GT, max capacity of 800 passengers and was planned to be returned back in service in 2014. This is unlikely to be returned as aerial footage reveals the superstructure Ocean Countess fully engulfed in flames. **Source : vesselfinder**

## Fire breaks out on naval ship at Vizag dry dock

A fire broke out on **INS Konkan** at the dry dock in Visakhapatnam on Navy Day Wednesday, but there was no loss of life. The fire incident has come a day after Navy Chief Admiral DK Joshi asserted that Navy's record was "not all that bad" in terms of accidents when compared to other navies in the world. Navy sources said five persons suffered injuries, but there was no loss of life.. On August 14, the **Sindhurakshak** sunk in the Mumbai naval harbour after an explosion probably in its torpedo section killing all 18 personnel on board. Reuters The fire was doused before it could

cause any damage, defence sources said. The ship was in the dry dock for maintenance when the fire broke out this evening, they said, adding the cause of the fire was being investigated. In recent times there have been several mishaps involving naval warships. On August 14, the **INS Sindhurakshak** had sunk in the Mumbai naval harbour after an explosion probably in its torpedo section killing all 18 personnel on board. Soon after that a fire took place on aircraft carrier **INS Viraat** off the coast of Mumbai. Defence Minister AK Antony had pulled up the Navy for the sinking of **INS Sindhurakshak** and asked the force not to fritter away expensive resources of the nation. **Source : PTI / First Post**

## NAVY NEWS

 <p><b>Admarel</b> advanced marine electronics For more info: <a href="mailto:sales@admarel.nl">sales@admarel.nl</a> <a href="http://www.admarel.nl">www.admarel.nl</a></p>	  <p><b>Raytheon</b> <b>Anschütz</b></p>	<p><b>NEW SOLID STATE COMPASS</b></p> <p>Maintenance free HRG Resonator Strepdown Compass</p>
--	---	---

## Indian Navy hopeful of using submarine that sank



The Indian Navy hopes to see sunken submarine **Sindhurakshak** operational again, Navy chief Admiral DK Joshi said on Tuesday. The navy chief said the bidding process is on for salvaging the frontline Russian-made Kilo class submarine which sunk after a major fire accident on August 14, killing all 18 crew members on board.

Admiral Joshi said five agencies had initially bid for salvaging the **Sindhurakshak**. Of them, two have been shortlisted and invited for

commercial bids. "The bidding process should conclude any day," he said, "We are hopeful of using it after it is salvaged," he added.

The navy chief said a separate review board will be formed "the moment the boat is floated" to test its condition.

"The board will have naval architects and maritime engineers... hull survey will be undertaken. Depending on the finding, a decision will be taken (on using the submarine)," he said. Asked about the investigation in the causes of the accident, Admiral Joshi said "any final conclusion will only be drawn after the submarine is afloat".

On the question of the ordnance on board the submarine posing any threat, he said the investigations suggested the ordnance was "stable". He added that the agencies that will salvage the submarine will also have experts to handle the ordnance **Source : The Hindustan Times**

## Navy to extend life of six ageing submarines



It is official. The Indian Navy, reeling under the loss of teeth of its underwater arm, has drawn up plans to give life-extension refit to six of its ageing submarines.

Vice-Admiral Satish Soni, Flag Officer Commanding-in-Chief of the Southern Naval Command, on Tuesday revealed that the force wanted to give life-extension to four Kilo-class ([Sindhughosh class](#)) and two HDW ([Shishumar class](#)) submarines "to plug the gaps of reduction in its conventional submarine fleet."

"This [the proposal] is with the government and would take sometime, but the Navy has plans," he said in response to a query from The Hindu at a media conference on board offshore patrol vessel [INS Sunayna](#) ahead of the Navy Day.

The Vice-Admiral, however, replied in the negative when asked about the Navy's reported move to acquire on lease another nuclear submarine from Russia. "As of now, from formal news that is available to me, the Navy doesn't have such plans. It could be there with the government, but to the best of my knowledge, the answer is 'no'," he maintained.

(Vladimir S. Nikitin, General Director of the Russian submarine repair yard Zvyozdochka in north Russia, told The Hindu during a recent interaction that a contract for life-extension refit of two Indian Kilo-class submarines in 2015 was imminent. The refit, he contended, would extend the life of the submarines by another 10 years. Zvyozdochka had earlier carried out midlife refit of five Indian Kilo-class submarines including the ill-fated [Sindhurakshak](#), which sank following an explosion. The yard also supports refit of two submarines of the class in India. The life-extension refit of the Shishumar-class submarines, however, would be done by the public sector yard Mazagon Dock.)

### **Foreign trainees**

Vice-Admiral Soni, heading the Navy's training command, said the Navy was hopeful of inviting foreign trainees to the Indian Naval Academy at Ezhimala in 2015. The infrastructure of the academy was still in progress at the time of its commissioning a few years ago. It was expected to stabilise to a level by 2015 which would allow the force to invite foreign trainees, he said.

To a query on the Navy reportedly training 500 Vietnamese sailors at its submarine training establishment INS Satavahana in operating Kilo-class submarines, the Vice-Admiral said the Navy trained "people from friendly foreign countries in more than one discipline and more than one establishment. To date, we have trained 10,000 foreign trainees from over 40 countries, but we like to avoid sharing what subjects they are trained in and their location for security reasons. It is a sensitive subject."

On the Navy's interest in procuring amphibious aircraft, he said its reach had increased and its ships were operating far and wide, from the Gulf of Aden to Southern Indian Ocean up to the Mediterranean and often to Australia on goodwill visits. Amphibious aircraft would be useful in anti-piracy operations as "you would be able to reach the pirate ship faster. The aircraft can land on water, launch rigid inflatable boats (RIBS) to go out and threaten or capture pirate ships. Amphibious aircraft have a search and rescue role as well."

### **Procurement procedure**

To a specific query on the Navy's interest in Japanese ShinMaywa US-2 aircraft, he said the Navy followed a certain procurement procedure unless it was a government-to-government agreement. Though there was an Indo-Japanese joint working group looking at it, the discussions were all in the preliminary stages. The Japanese aircraft was one of the best, but whether the Navy would go for it would be a considered decision on the part of the government.

Vice-Admiral Soni said the 'deadline' for the induction of the aircraft carrier [INS Vikrant](#) being built at the Cochin Shipyard was end-2018. "To build a carrier is no simple task, especially if you are doing it the first time. But the shipyard has taken the challenge exceedingly well."

The Vice-Admiral said the Navy would have, in all, 95 fast interceptor craft for coastal patrol. "The Southern Naval Command will have 16, of which four have arrived and are undergoing trials. They are carrying out regular patrols. We recently sent one up to Beypore. Hopefully next year, we will be able to deploy them in Lakshadweep also." **Source :** [The Hindu](#)

## **Nuke submarine's lease of life extended**

Once inducted, India will be only the sixth nation in the world to build and operate nuclear-powered submarines. DH The second core of indigenous nuclear-powered submarine [Arihant](#) is ready for use, promising continuous service of the boomer at least for the next 15 years.

The second core of [Arihant's](#) nuclear reactor attained criticality – commencement of the nuclear chain reaction signifying energy production – on October 11 at a secret facility known as P4 inside the Bhabha Atomic Research Centre in Mumbai. "The reload core would be fitted into the Arihant at the time of refuelling, which may come after 7-

8 years depending on the journey the submarine undertook. At the time of refuelling, the entire core will be changed," a nuclear scientist told Deccan Herald.

A core is a part of the nuclear reactor which houses the fuel and where nuclear reactions take place to produce the energy. Materials and components for the second core was made at the department of atomic energy facilities in Mysore, Hyderabad and Trombay. The 80 MWe nuclear reactor on-board the **Arihant** went critical on August 10. Under construction at a military dockyard in Visakhapatnam, the 104 mt-long and 6,000-tonne submarine is likely to undergo sea trial in 2014 and may be inducted by 2015.

Once inducted, India will be only the sixth nation in the world to build and operate nuclear-powered submarines.

#### **Weapons' trial**

There is, however, no confirmation from the Navy and defence ministry on the weapons trial, without which Arihant cannot be deployed on sea trials. In September, Avinash Chander, director-general of Defence Research and Development Organisation (DRDO) and scientific adviser to Defence Minister stated weapon trials of the Arihant would take place either in the last quarter of 2013 or in the beginning of 2014.

Known as B05 (as well as K-15), the submarine launched ballistic missile is the main weapon for India's first SSBN. It was tested successfully from an under-water pontoon off Visakhapatnam in January showcasing the missile's ability to break waters.

"It is now fully ready for integration with the submarine," the DRDO chief stated, refusing to disclose the range of the missile, which in its final version would carry nuclear warheads.

India has already taken one nuclear-powered submarine (**INS Chakra**) on lease from Russia and talks are going on between New Delhi and Moscow to take one more N-powered submarine on lease for expediting the training of Indian crews.

Navy has plans to build at least three indigenous nuclear submarines and there are unconfirmed reports that the second one named Aridaman may be launched in the water by the middle of 2014. Launched in water in 2009 in the presence of Prime Minister Manmohan Singh, Arihant finished its harbour acceptance trial and is slated to go for patrolling in the high-seas. **Source : Deccan Herald**



The **L 15 BULWARK** departing from Malta – **Photo : Gaetano Spiteri ©**

## **SHIPYARD NEWS**

# **Shipbuilders adrift amid troubled waters**

Chinese shipbuilders will have a mixed outlook by 2020 with only one-third of them making a successful transformation and another third facing closure or mergers, experts said. Although the global shipbuilding industry has started to pick up since the beginning of the year, many of them are still finding it difficult to escape the industrial downturn. Even those with orders in hand are struggling to make a profit, said Zhang Shengkun, president of the Shanghai Society of Naval Architects and Marine Engineers.



"I think one prediction is reliable: It says by 2020 only one-third of domestic shipbuilders will survive the industry downturn by making a successful transformation, with one-third either shutting down or merging with others, and with the remaining one-third going out," Zhang said on Monday.

"When I said 'going out', I mean two different endings. One is to develop a shipbuilding business overseas, while the other is moving into other sectors," he added.

According to data compiled by London-based market researcher Clarkson Research Services, Chinese shipbuilding companies garnered 11.68 million compensated gross tons in the first three quarters, an 83.4 percent surge from a year earlier and accounting for 38.6 percent of global new orders during the period.

But all the orders have been awarded to 69 shipyards, implying that the remaining 80-plus shipbuilders are without work and many of them have stopped production, Zhang said.

This complies with an earlier report that said only about 50 to 55 percent of the nation's shipbuilding capacity was used in the first three quarters of this year, down about 20 percentage points from 2012.

Bao Zhangjing, director of the China Shipbuilding Industry Research Center, estimated up to 30 percent capacity will be cut by 2015 compared with 2011.

Authorities are studying measures to encourage mergers and acquisitions within the shipbuilding industry to alleviate excess capacity while helping companies become stronger, according to the National Business Daily, citing an unnamed source. The industrial outlook has attracted a number of leading domestic shipbuilders to shift their core business into high-end maritime engineering. The total transaction volume of the global maritime equipment industry reached \$44.5 billion in the first three quarters of this year. The whole year is expected to exceed \$60 billion, the Securities Daily reported. But Zhang said every company should make transitions according to their own backgrounds and advantages. "Maritime engineering requires technology, capital and a sophisticated industrial chain. Those lacking thorough research and investigation into their own strengths are not encouraged to leap to such a high threshold industry," he said. **Source : ECNS / MarineLink**

The advertisement features a background image of two workers in high-visibility vests and hard hats standing next to a large, dark, textured rope. On the left, the text "FRANKLIN OFFSHORE EUROPE" is written in large, bold, white capital letters, followed by "Your provider of integrated mooring and rigging services!" in a slightly smaller font. On the right, there is a logo consisting of a blue globe with a white 'F' inside, and the text "FRANKLIN OFFSHORE" below it. At the bottom right, the contact information "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg" is provided.

**FRANKLIN OFFSHORE EUROPE**  
**Your provider of integrated mooring and rigging services!**

**FRANKLIN OFFSHORE**  
tel. +31(0)78 - 618 78 77  
www.franklin.com.sg

## Incat Tasmania wins Japanese order



Australia's **Incat Tasmania Pty Ltd** has signed a contract with Japanese ferry operator Sado Kisen for the construction of an 85 m wave piercing catamaran for operation on the 39 nautical mile route from Naoetsu Port in the Niigata prefecture to Ogi, the southernmost port of Sado Island.

The 85 m wave piercing catamaran will comfortably transport 700 passengers to Sado Island and has capacity for 7 large trucks and 98 cars, or in car only configuration including mezzanine decks, it will carry 173 cars.

Sado Kisen is a long standing and respected operator in Japan, with origins from the Sado Steam Ship Company. The company has a fleet of conventional car ferries and jet

foils, however with an operating speed of 30 to 34 knots the new Incat Hull 068 will be Sado Kisen's first high-speed vehicle and passenger ferry. Incat's website shows that construction of Hull 068 appears to already be well underway and looks to have obviously gotten started some time in advance of the announcement of the Sado Kisen contract.

The 85 m vessel was selected following a competitive international tender process that prioritized a proven hull form and sea-keeping, reliability, efficiency, heavy freight capacity, barrier free access, minimal crewing, timely delivery and the ability to integrate with existing port infrastructure.

Sado is the sixth largest island of Japan in area, following the four main islands and Okinawa Island. Its rich history and relaxed rural atmosphere make Sado one of the major tourist destinations in the Niigata Prefecture.

The Incat ferry will operate a year round service replacing the 1995 built conventional 120 metre car ferry Kogane Maru. Although the Naoetsu to Ogi service will be the vessel's main route, she will also support the Niigata to Ryotsu route on a seasonal basis. Incat Chairman Robert Clifford and Managing Director Craig Clifford were both present at the signing ceremony on Thursday 28 November at Niigata. Robert Clifford commented : "This is yet another positive foray into the growing Asian market, with continued interest in fast and economical ferries. We are excited to be working with a new client in Japan, and look forward to building their ship through 2014 for delivery in 2015".

Incat says it will be expanding the production team, including taking on new apprentices, in 2014 as the shipyard is also currently building a 70 m fast crewboat for delivery to the oil and gas industry in Azerbaijan in late 2014. **Source : Marine Log**

## Swift delivery of Damen dredger “Qing Jiang” to China



**Damen** has delivered a customized **CSD500** to **CCCC Tianjin Dredging**. The cutter suction dredger will perform essential maintenance in the Mao Wei Sea in southern China. The shallow draft of the **CSD500** is vital as the lake has silted alarmingly the past decades. The multi phase dredging project required a capacity boost at a short notice – which is where the Damen standard cutter suction dredger range came in handy.

The **CSD500** will work at the Mao Wei Sea project, in the Guangxi Zhuang Autonomous Region near Qinzhou. The Mao Wei Sea is a relatively small in-land lake, connected by an estuary to the South Chinese Sea. As a result a unique habitat was formed in the limited tidal differences and the continuous change of salt water and fresh water. The past decades however saw intense local development, land reclamation and an ongoing supply of silt by the rivers which flow into the Mao Wei Sea. These factors have resulted in a decline in the water quality and an extremely limited water depth. To protect this unique location and to facilitate local commerce and fishing a

three-phase dredging project was started.

The goal of the project is to obtain a water depth of at least 1 m at low tide, at the entire lake surface of 66 km<sup>2</sup>. Phase 1 has started, but the current fleet of dredgers had little progress. The **Damen CSD500** came in the picture as it combines high efficiency with a very limited draft of 1 m. The standard **CSD500**, which was available at a short lead time, has been customized with a wedge piece which refines the cutting angle of the cutter unit at the required limited dredging depth. Furthermore, anchor booms and a spud carriage installation have been added from stock, both boosting the dredgers efficiency. The CSD500 has also been fitted out with a BV coastal class approval.

A team of **Tianjin Dredging** engineers has inspected the cutter suction dredger, named “**Qing Jiang**”, at the building yard in Nijkerk, the Netherlands. They have also surveyed all dismantling activities. The dredger has been shipped to China, where it will be transported by road to the Mao Wei Sea. Damen field engineers will join the Tianjin Dredging team to assemble the dredger. The teams will jointly commission the cutter suction dredger on site to guarantee a swift start-up. The **CSD500 “Qing Jiang”** will definitely proof herself in the challenging job in the Mao Wei Sea.



## Eastern Delivers PSV to Brazil's Bravante Group

The **BRAVANTE V** is the first STX SV290 design of five vessels in a series which are all ABS, SOLAS, DPS-2, AC Diesel-Electric powered, twin Z-drive propelled PSV's measuring 284'(86.5m) x 60'(18.3m) x 24'-6"(7.5m). These high-tech vessels feature four Cummins QSK-60DM 16-cylinder turbo-charged IMO Tier II diesel generator engines each rated at 1825 kW at 1,800 rpm. Cummins also furnished the four Marathon Model 744 690VAC main generators. Main propulsion power is provided by two 690VAC electric motors driving two Schottel Combi-Drives SCD 2020 Single Fixed Pitch Propellers with Nozzles rated at 2,500 kW at 750 rpm each for a total of 6,700 Hp. Schottel also provides two STT 4 Fixed Pitch Reversing Tunnel Thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai



690VAC electric motors. GE Energy provides the complete system integrated diesel electric package, including the thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/ communication electronics. These vessels are capable of a maximum speed of 14 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment.

the **BRAVANTE V** is the first of five in a series of Platform Supply Vessels under contract, each with below-deck segregation capacities:

Total Fuel Oil Capacity: 442,675 USG (1,600m<sup>3</sup>)

Fuel Oil Day-tanks: 62,608USG (237m<sup>3</sup>)

Drill Water/Ballast Capacity: 513,550 USG (1,944 m<sup>3</sup>)

Potable Water Capacity: 26,575 USG (100.6 m<sup>3</sup>)

Drill/Brine Water Capacity: 5,030 Barrels (800m<sup>3</sup>)

Fuel/Liquid Mud Capacity: 5,030 Barrels (800m<sup>3</sup>)

Dry-bulk Mud: 8,631 Cubic Feet (244m<sup>3</sup>)

Clear Deck Area: 9,494 Square Feet (882m<sup>2</sup>)

Source : MarineLink

## ROUTE, PORTS & SERVICES

**Pronomar**  
MERUS® GREEN WATER TREATMENT

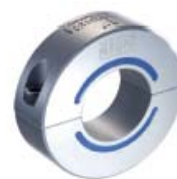
For all your problems with:  
**Scaling, corrosion, bacteria, barnacles and marine growth**



The sustainable technology

A perfect solution for improving the efficiency of your fresh- and seawater lines and your water related applications.

[www.Pronomar.com](http://www.Pronomar.com)



See **Pronomar** latest newsletter at : <http://www.pronomar.com/newsletternew/>

## Baltic Trading Limited Takes Delivery of Capesize Vessel

**Baltic Tiger to Commence Spot Market-Related Time Charter;**

**Company Announces Commitment for \$44 Million Facility**

**Baltic Trading Limited** announced that it has taken delivery of the **BALTIC TIGER**, a 179,185 dwt Capesize vessel. The **Baltic Tiger** is the first of two Capesize vessels to be delivered to the Company under Baltic Trading's agreements previously announced on November 5, 2013.

The **BALTIC TIGER** delivered to its charterer, **Swissmarine Services S.A.**, on November 29, 2013 to commence a spot market-related time charter for 10.5 to 13.5 months. The rate for the spot market-related time charter, which is subject to the completion of definitive documentation, is based on 102.75% of the average of the daily rates of the Baltic Capesize Index (BCI) published by the Baltic Exchange, as reflected in daily reports. Hire will be paid every 15 days in arrears, net of a 6.25% brokerage commission, which includes the 1.25% commission payable to **Genco Shipping & Trading Limited**. Baltic Trading will not be responsible for voyage expenses, including fuel.

The Company used available cash to pay the remaining balance of approximately \$40.4 million for the **BALTIC TIGER** and intends to refinance part of the vessel's purchase price with proceeds from a credit facility. The Company has received a commitment for a \$44 million facility with a global lending institution for the financing of the two Capesize vessels it has agreed to acquire, the Baltic Tiger and the Baltic Lion. Under the terms of the six-year facility, amounts borrowed are to bear interest at LIBOR plus a margin of 3.35%. The credit facility is to be repaid in 24 quarterly repayment installments of \$687,500, the first of which is payable in March 2014, and a balloon payment of approximately \$27.5 million payable concurrently with the last repayment installment. **Source : Baltic Trading Limited**



HAL's **ZAANDAM** in Castro (Chile) during the South America cruise which sails from Valparaiso via the Chilean Fjords and Cape Horn to Rio de Janeiro. – **Photo : Harm Jongman ©**

## **Imtech Marine extends service reach to Australia**

**Imtech Marine** has signed an agreement with **Electrotech Pty** in Australia. With this agreement and strategic partnership, Imtech Marine extends its global service network, now 94 own offices in 30 countries, with eight Electrotech offices in Australia. This agreement fits in the strategy of Imtech Marine to be present where customers need support on the spot, also taking into account that Australia is gaining importance in international shipping. With Electrotech Imtech Marine can provide all navigation and communications services, including radio surveys and APT's (Annual Performance Test VDR) throughout the Australian coast.

Stephen Renkert, director of Electrotech: "We are pleased to have signed this agreement with Imtech Marine, through which we can provide first class services to its customers in Australia. With our eight offices in Australia and our expert staff we extend the unique global services network of Imtech Marine to our continent."

André Meijer, Managing Director of Imtech Marine states: "With this agreement we now have a very professional partner in Australia. It means we have made an important step to extend our service span for our customers further. This fills in a gap we had in our global services network". **Electrotech** is the leading Australian marine electronics company selling, installing and servicing high quality communications and navigation equipment for the civilian and naval maritime sectors. With its offices in Sydney, Brisbane, Cairns, Darwin, Gladstone, Dampier/Karatha, Melbourne and Perth Electrotech has a truly continental coverage.

## **Navig8 Chemical Tankers announces 6 additional shipbuilding contracts**



**Navig8 Chemical Tankers Inc** announces that it has signed shipbuilding contracts for the construction of additional six 37,000 dwt IMO2 eco-design chemical tankers to be built at Hyundai Mipo Dockyard (HMD), the company said in its press release.

The six new ECO 37,000 dwt IMO 2 chemical tankers have been ordered by use of existing newbuilding options with HMD and have identical specifications as the Company's firm vessels already on order with HMD. The delivery dates for the six new chemical tankers are scheduled for delivery in Q3-Q4 2015.

**Navig8 Chemical Tankers Inc** is a newly incorporated chemical tanker company sponsored by **Navig8 Group** and **Oaktree Capital Management L.P.** with a series IMO 2 chemical tankers under construction at HMD, Korea.

Source : PortNews



### Maritime Manpower

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.



in f t

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl)

Your source for Manpower

## Alewijnse wins electrical installation contract for Damen Cable Layer

**Alewijnse Marine Systems**, the well-known systems integrator, has been awarded the contract for the full electrical fit out of Damen's new cable layer, now under construction for international contractor **Van Oord** for delivery at the end of 2014. The 120m vessel is intended for the installation of electricity cables linking offshore wind farms to the shore. **Alewijnse Noord** and the **Damen Shipyards Group** have enjoyed a close working relationship for a number of years, and this latest contract is the most recent in a series of successful projects undertaken together.

The cable layer is one of the largest, single ship contracts that **Alewijnse** has undertaken and is a highly complex and sophisticated project. The main element is the delivery of a full turnkey package for the engineering and installation of the drive and propulsion systems. The vessel will be powered by a diesel-electric system and will incorporate a DP2 dynamic positioning system with two main and three bow thrusters. The ship also has substantial pieces of equipment on board that require high levels of power, including the cable drum and two cranes. Power will be supplied by a total of five generators: two 2,560 kW generators, two 1,920 kW units and an additional 1,300 kW generator.

The cable layer is an adaptation of **Damen's Offshore Carrier 8500** model. The order was placed by **Damen Shipyards Bergum** and the build will take place in Romania at **Damen Shipyards Galati**.

The combined skills of Alewijnse Noord and **Alewijnse Marine Galati**, working in close cooperation, deliver a powerful capability that will ensure that this exciting project is completed successfully.

"To win the contract for the full drive and propulsion package on this sophisticated vessel is a valued vote of confidence in Alewijnse and its capabilities," said Alewijnse Noord Managing Director, **Jan Oud**. "In particular it reinforces our leading position in the engineering and installation of energy-efficient, low emission drive systems for all types and size of vessel." Engineering for the vessel is already underway. Source : Maritime by Holland

## Thrustmaster's Six TH5000ML Thrusters Increase Semi-submersible Transit Speed

Operational regions include West Africa, Brazil, Gulf of Mexico and the North Sea.

Six **Thrustmaster 5000 HP (3700 kW)** Azimuth DP3 Thrusters classed by ABS were launched on November 25, 2013 during the **OOS GRETHA** naming ceremony. The Brazil bound semisubmersible drilling rig was built at its ship yard in Yantai, China by **CIMC Raffles** and is due to work for Petrobras offshore.

**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 self propelled transit 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 **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. 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.

## Scorpio Bulkers Inc. Announces Newbuilding Agreements for Eight Dry Bulk Vessels for an Aggregate of \$242 Million

**Scorpio Bulkers Inc.** announced that it has entered into agreements for the purchase of six Kamsarmax dry bulk vessels and two Ultramax dry bulk vessels, as listed below:

Yard	DWT	Delivery
Shanghai Waigaoqiao Shipbuilding Co., Ltd	82,000	Q2-14
Shanghai Waigaoqiao Shipbuilding Co., Ltd	82,000	Q3-14
Jiangsu Yangzijiang Shipbuilding Co., Ltd.	82,000	Q3-15
Jiangsu Yangzijiang Shipbuilding Co., Ltd.	82,000	Q3-15
Jiangsu Yangzijiang Shipbuilding Co., Ltd.	82,000	Q4-15
Jiangsu Yangzijiang Shipbuilding Co., Ltd.	82,000	Q1-16
Mitsui Engineering & Shipbuilding Co., Ltd	60,200	Q3-16
Mitsui Engineering & Shipbuilding Co., Ltd	60,200	Q3-16

The total purchase price for the vessels is approximately \$242 million. [www.scorpibulkers.com](http://www.scorpibulkers.com)



**Pacific  
Radiance**

- Offshore Support Services
- Subsea Services
- Shipyard
- Marine Equipment
- Project Logistics

+65 6238 8881 [www.pacificradiance.com](http://www.pacificradiance.com)



## Scorpio Tankers Inc. Announces Newbuilding Agreements for Seven



## VLCCs and an Agreement to Issue Shares in Exchange for Four MR Product Tankers Under Construction

**Scorpio Tankers Inc.** December 3<sup>rd</sup> announced that it has entered into agreements for the construction of seven Very Large Crude Carriers ('VLCCs') and entered into an agreement with an unaffiliated third party to issue shares in exchange for the transfer of ownership to the Company of four MR product tankers currently under construction in South Korea.

### VLCC Newbuildings

The Company has reached agreements with **Daewoo Shipbuilding and Marine Engineering Co., Ltd** and **Hyundai Samho Heavy Industries** for the construction of seven VLCCs for an aggregate price of approximately \$652.5 million. One vessel is scheduled for delivery in the third quarter of 2015, two in the fourth quarter of 2015, two in the first quarter of 2016 and two in the fourth quarter of 2016.

### MR Product Tanker Newbuildings

The Company has reached an agreement with an unaffiliated third party to issue shares in exchange for the transfer of ownership to the Company of four MR product tankers currently under construction in South Korea. The purchase price of the four vessels, in aggregate, is approximately \$154 million. One vessel is expected to be delivered in the third quarter of 2014 and the remaining three are expected to be delivered in the first quarter of 2015. These vessels are similar to the Company's newbuildings that are also under construction at the same shipyard.

Approximately 20% of the total purchase price for the vessels will consist of newly issued common shares of the Company having a valuation based on the fair market value of the shares at the time of issuance. The new common shares will be issued to affiliates of York Capital and the remainder of the purchase price will be paid to the shipyard from cash-on-hand and bank debt. The transactions remain subject to customary closing conditions and final documentation. **Source : Scorpio Tankers Inc.**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**

## Asia Dry Bulk-Capesize dry bulk rates to maintain rally, for now

**By Keith Wallis**

Rates for capesize bulk carriers on key Asian routes are set to maintain their rally into next week as major iron ore miners fix ships with early positions, ship brokers said. Charter rates for voyages from Australia to China have jumped by nearly \$3 per tonne in the past week, fuelled by fixtures from Fortescue Metals Group and Chinese charterer Shourong. "We have BHP Billiton and Rio Tinto still sniffing around. At the moment \$13-\$14 per tonne is realistic so there's still a bit more life in the capesize market," said one Singapore-based ship broker on Thursday. "Charterers are not enjoying this rally. I can see charterers back-off and withhold cargoes," he said. And that means ship owners should not expect the rally to continue into next year, he said. "They are not going to have a \$14 per tonne market in January and February unless something bizarre happens." Benchmark capesize rates from Australia to China closed at \$12.26 per tonne on Wednesday up from \$10 per tonne a week earlier. The last fixture was done at \$12.71.

Capesize rates from Brazil to China jumped to close at \$26 on Wednesday against \$20.82 at last Wednesday's close. The last done was at \$26.70. Iron ore is the main driver in the current rally said Norwegian broker Fearnley "with Brazilian, Australian and South African exports active at the same time. This has resulted in a lack of early tonnage and rates are still improving."

Panamax rates climbed as charterers paid a premium to fix ships with early December loading positions, one Singapore-based panamax broker said. Rates for a panamax transpacific voyage closed at \$12,433 on Wednesday, from \$10,706 a week earlier. The last done was higher at \$12,850. Supramax rates remained strong but they could soften in the coming weeks as a result of Indonesia's ban on mineral exports, one broker said. The Baltic Exchange's main sea freight index surged to 1,994 on Wednesday, a rise of 421 points on the week. Technical charts indicated the benchmark was expected to revisit its Oct. 8 high of 2,146 in a week. **Source : Reuters**

## **BMT to Support Welding Research Project for NSRP**

**BMT Fleet Technology Ltd (BMT)**, a subsidiary of BMT Group Ltd, has announced its latest research project with the **National Shipbuilding Research Program (NSRP)** to evaluate recent advancements in Integrated Cold Electrode (ICE) welding technology. Jointly funded by industry and the U.S. Navy through NSRP, this project will look at how this technology can improve productivity rates and reduce the construction costs of both commercial and naval vessels.

As the project lead, BMT will work closely with a number of partners including: Huntington-Ingalls Industries'; Newport News Shipbuilding; Marinette Marine Corporation; Elektriska Svetsnings-Aktiebolaget (ESAB); American Bureau of Shipping (ABS); Naval Surface Warfare Centre - Carderock Division and Defence R&D Canada. By developing, demonstrating, quantifying and implementing alternative low-distortion, high productivity welding processes, an increase in affordability of ships can be realised.

Darren Begg, Project Manager at BMT Fleet Technology comments: "One of the main challenges that today's shipyards face within the welding process is high distortion rates, which can result in costly rework and production inefficiencies. ICE is a breakthrough in conventional submerged arc welding technology developed by ESAB. Our main objectives for this project are to assess ICE's ability to enhance the welding production rates, decrease distortion and costly rework, improve the properties of welds in high strength steels and therefore reduce costs, whilst increasing the integrity of the ship's structure."

ICE offers a flexible solution to the shipyards that currently use the submerged arc welding process. By making minor modifications to their existing production practices, shipyards can make this technology readily available, allowing them to quickly realise the immediate benefits that it brings. Darren Begg continues: "We have extensive experience and knowledge of metallurgy – specifically, understanding welding processes and the effects that different processes can have on the metallurgical aspects of the weld joint such as the fatigue and toughness properties. From welders to technologists to engineers, BMT has all of the necessary expertise under one roof. Not only can we help identify the common issues facing the shipyards, but we can also develop the technology and the welding procedures, as well as qualify the procedures, train the welders to use the technology and provide demonstrations on the technology to the industry." BMT has also just recently secured a follow up panel project with the NSRP which will look at the development and evaluation of ICE Welding Procedures for Thick Plate. BMT will work with Newport News Shipbuilding, Ingalls Shipbuilding, NASSCO and ABS to determine if the ICE process can greatly increase weld metal deposition rates compared to conventional submerged arc welded techniques, without increasing heat input, and whilst eliminating back gouging operations.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

### **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (English version) or visit the subscription page on our website.

Om uit te schrijven klik [hier](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.

**.... PHOTO OF THE DAY ....**





**Herman IJsseling** during one of his photo flight made a pass along the **HELWIN A** platform near Helgoland, the **Helwin A** is seen above with on both sides a workplatform , on the right the **Seafox 7** and on the left the **GMS Endeavour 6102**. - Photo : **FLYING FOCUS** luchtfotografie - [www.flyingfocus.nl](http://www.flyingfocus.nl) ©