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As a follow up of the article about the HIKAWA MARU earlier this week, herewith a picture of the wreck of her sistership HEIAN MARU. The Heian Maru was sunk during World War II by the American Airforce at Truk Lagoon. The wreck rests on het port side at a depth of 40 meters. The name is still in perfect shape in two languages.

Photo : Capt. Jan Berghuis ©

Please **CLICK** on the photo to view the High Resolution Version

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The **CLIPPER AVALON** (ex Helga) berthing in Dampier - Western Australia **Photo Paul Milburn ©**

TN Naval chief seeks anti-pirate rules

As the Navy gears up to celebrate the 1971 Indo-Pak war victory on Wednesday, Amar K. Mahadevan, naval officer in-charge of TN and Puducherry, spoke about the need to formulate rules and regulations to deal with arrested pirates.

While some navies incapacitate pirates by disarming them and give them enough water and food to go to a nearby place, there has been no formalised law worldwide. "After our Navy started anti-piracy patrols off Somalia, there have been minimal successful attempts of piracy. We have close to 160 pirates in our prisons and we are in discussion with the external affairs ministry regarding the prisoners," said Mahadevan.

He added that the country has been part of the anti-piracy operation, Shared Awareness and Dec-onfliction (SHADE), which has helped a great deal in sharing details about patrol on the piracy infested areas.

While Mahadevan acknowledged that armed merchant ships was one idea that germinated during discussion on piracy, he said the Indian government had not taken any decision. On the recent floating arm-oury apprehended near Th-o-othukudi coast in October this year, the TN naval chief said the vessel was carrying arms and ammunition illegally. "When Seaman Guard Ohio visited Kochi port, she did not carry any arms and ammunitions. But we kept a strict vigil of the ship even after she left the port waters and later apprehended her with illegal arms and ammunitions

near Thoo-thukudi," he said, adding that the people on board the vessel were under arrest and investigation is underway.

On the Sri Lankan fishermen straying into Indian waters, Mahadevan said the Lankan fishing community is small and the Navy arrests them whenever they drift into Indian waters. "It mostly happens near Park bay and also near Andhra Pradesh and Orissa coasts," he said, adding that the Navy keeps a watch on people who try to use the fishing activity as an excuse to enter India.

The Tamil Nadu naval chief expressed hope that the proposed plan to develop its jetty at the Chennai Port would materialise this year and it could lead to bigger ships getting anchored in the city.

Further, he said that two Japanese ships on the way home from Middle East would anchor at Chennai port for two days in December. **Source : deccanchronicle**

"All in the family":



Recently **Landfall Marine Contractors** chartered the Dutch tug **"ISA"** (45 ttp) for seatowage of a barge with linkspan from the isle of Jersey to Holland. Upon arrival in Rotterdam, the **"ISA"** of **captain Willem-Harm Mastenbroek**, was assisted by her sistertug **"MEANDER"**, owned and operated by the **Mastenbroek-brothers Jan Marten** and **Henk Mastenbroek**.



The photograph shows this remarkable **"all in the family convoy"** during passage of the Baanhoek railwaybridge upstream the Merwede river. During the past few months, the good cooperation between **Landfall Marine Contractors** and the **Mastenbroek**-family has been further intensified, the more so as sizes and bollard pulls of Landfall's own seagoing tugs perfectly match the capacities of the tugs **"ISA"** and **"MEANDER"**. Consequently this cooperation improves the performance of both tugowning companies for the most flexible and solid towage solutions against attractive rates.





The **MSC YOKOHAMA** in Rio Grande – Photo : Marcelo Vieira ©

Record-breaking gas ship launched, bigger one planned

It will be the biggest thing ever sent to sea - but as the **Prelude FLNG** vessel was launched on Tuesday, plans were



already under way for something bigger. With a bow and stern half a kilometre apart, four football pitches would fit on Prelude's deck were it not for a clutter of kit towering up to 93 metres high that

will draw gas from under the sea bed for dispatch to Asia by the boatload.

Now, as the partly-built structure floats out of dry dock for the first time, developer Royal Dutch Shell wants to consolidate its advantage as the first mover in **Floating Liquefied Natural Gas (FLNG)** - an as-yet untried technology for which **Prelude** will be the flagship.

The oil company's technicians are designing something even larger and tougher than Prelude, a vessel that will need to last 25 years moored in the Indian Ocean's "cyclone alley" off Australia's northwest coast, producing enough gas to supply a city the size of Hong Kong.

"Yes we will move bigger and move into more extreme environments," Bruce Steenson, Shell's general manager of integrated gas programmes and innovation told Reuters last week. "We are designing a larger facility ... That will be the next car off the rails."

Prelude, which analysts says may cost over \$12 billion to build and which is due to be producing by 2017, is a potential game changer for the oil and gas industry.

If it is an economic success, gas fields worldwide that are too far out to sea and too small to develop any other way could become viable for LNG production.

Making the first-ever FLNG unit even more of a focus as it takes shape in [Samsung Heavy Industries'](#) Geosje shipyard in South Korea, the prototype vessel's most likely first copy model of similar size will now be for the Browse project - another venture for gas off Australia.



"DESIGN ONE, BUILD MANY"

Escalating costs forced backers to dump their original, land-based LNG plant plans, and in September this year, they decided to go ahead with Shell's FLNG technology instead.

"The Browse structure will be 90 percent the same as [Prelude](#)," Steenson told Reuters on the sidelines of a conference, citing the "design one, build many" mantra Shell hopes will eventually pay off and placate shareholders worried about the firm's total \$45 billion-a-year capital spending bill.

Browse's developer, Woodside Petroleum, said in October it may use as many as three of the FLNG vessels Shell is developing along with [Samsung Heavy](#) and oil and gas engineers [Technip](#).

An even bigger FLNG plant than the ones to be built for Prelude and Browse could make life more interesting for the competition - a wide range of land-based "wannabe" LNG exporters in Canada, Russia and east Africa, all hoping to tap burgeoning Asian gas demand the same way a number of Australian and U.S.-based LNG developments will over the coming few years.

Anchored about 200 km (125 miles) off the Australian coast, [Prelude](#) will chill the gas to reduce its volume by a factor of 600 and load it on to specialised LNG tankers. Prelude will only produce about 3.6 million tonnes a year (mtpa) of LNG along with its 5.3 mtpa of liquids and other hydrocarbons - a fraction of some land-based LNG plants.

Steenson envisages a bigger version could produce far more - giving it economies of scale closer to those to be enjoyed by bigger land-based producing plants such as Gorgon, a 15.6 mtpa plant taking shape on northwest Australia's coast to tap offshore gas.

Gorgon, led by Shell's U.S.-based rival Chevron, should be producing in early 2015, well ahead of Prelude, but it is way over budget and now scheduled to cost \$52 billion against an original \$37 billion. Plans for a land-based Browse plant were cancelled this year as its likely cost reached \$45 billion, and as the outlook for global gas demand faltered.

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Shell has shied away from offering estimates of Prelude's likely cost, but analysts say FLNG could end up less expensive. They have put the cost of Prelude at \$10.8-\$12.6 billion.

At 600,000 tonnes with its storage tanks full, Prelude will be vast, but it takes up just a quarter of the space a land-based LNG plant of a similar capacity would occupy because components are stacked on top of each other.

LNG plants need access to the ocean anyway so that LNG tankers can load. FLNG eliminates the need for land purchase and reduces environmental objections. With cooling water straight from the ocean and gas tipped piped straight into LNG tankers, there is no need for long seabed pipelines and jetty construction.

Shell's earliest FLNG designs were made in the 1990s but ended up shelved because of economic recession and technical difficulties. Shell started looking again at the idea in the early 2000s, but it was the discovery of the Prelude field in 2007 - too small and too remote to develop any other way - that gave the technology its first shot in the real world.

A final investment decision was taken to go ahead with 488-metre long **Prelude** in 2011. Its keel was laid in May this year and two giant sections of its hull built on opposite sides of the harbour were joined together in the summer at Geoe Island.

As was the case with the pioneering design, the bigger FLNG vessel design awaits a suitable gas discovery to match it, Steenson said at the London Business School's annual global energy summit. **Source: Reuters**



The accommodation semi-submersible platform **REGALIA** shifting in Rotterdam-Beerkanaal assisted by the tugs **SMIT EBRO**, **SMIT CHEETAH**, **SMIT SCHELDE** and **SMIT HUDSON**. **Photo : Jan Oosterboer ©**



Main Iron Works Built Tug Returning Home

Marcon International, Inc. of Coupeville, Washington is pleased to report that the 5,570BHP tug "**Jabbar**" has been sold by **Awal Marine Services** of Manama, Kingdom of Bahrain to **TradeWinds Towing LLC** of Saint Augustine, Florida. "**Jabbar**", meaning "powerful" or "tremendous" in Arabic, was originally built by Main Iron Works of Houma, Louisiana as their Hull 335 for McAllister Towing & Transportation of New York. The twin screw tug was operated by International Tug Service, a joint venture company between McAllister and **Arabian American Oil Co. Ltd.** (Aramco) of Saudi Arabia in the major oil port of Ras Tanura prior to Aramco being purchased by the Saudi

government in 1980. "**Jabbar**" was purchased by **Awal Marine Services** in 2001 and since that time regularly worked in the Arabian Gulf; Bombay High, India and offshore Croatia.

The 38.14m (126.0') x 10.98m (36.0') x 5.67m (18.6') depth tug is powered by a pair of recently overhauled EMD16-645E7B diesels with fixed pitch props in kort nozzles developing a total of 5,750BHP at 900RPM. Maneuverability is enhanced by two flanking rudders forward of each propeller, in addition to the main rudders and a bow thruster. Towing gear consists of a 150 tonne brake Smatco 66DAW-200 double drum winch; 10T tugger winch; open stern with a 3.15m x 0.914m 100mt stern roller; 200 tonnes hydraulic shark jaws & angular Smith Berger hydraulic tow pins installed new in 2007 in addition to two 5 tonne hydraulic berthing / unberthing winches forward. External firefighting is provided by a 5,000gpm fire pump driven by a GM16V71 is connected to a water / foam monitor and ship's power provided by three 95kW / GM8V71 230/115vAC 60Hz generators. Tankage includes 112,000g fuel, 24,000g fresh water, 3,408g foam and 2,090g dispersant. "**Jabbar**" is classed ABS +A1, Towing Service, +AMS valid through June 2018.

There have been a few tugs that have always stood out and were considered as favorites by Marcon International for various reasons. "**Jabbar**" has been one of these few. When Marcon first started brokering tugs 32 years ago, we recognized that certain shipyards had reputations that followed their tugs and barges – both good and bad. When we marketed second-hand tugs for sale built by Main Iron Works we knew though that we were marketing a quality-built tug that would endure as long as owners and operators took the proper care of the vessel over the years. The name Main Iron Works as builder made our job easier, as it lent a certain cachet to the technical specifications in our marketing flyers. "**Jabbar**" is an example of both that quality construction and good care as evidenced by the first brief inspection reports e-mailed back to our office – "engine room in immaculate condition", "steering flat in perfect condition", "no knife edging on frames in ballast tanks" and "still long life.....".

The tug, renamed "**Isabelle**", will operate under Vanuatu registry performing coastwise and ocean tows including project cargoes, marine salvage, rescue towage, and dredging & construction support within the Gulf of Mexico, Caribbean and Central & South America. "**Isabelle**" is ready-to-work and Marcon is looking for tows from the Arabian Gulf towards North America, the U.S. Gulf Coast and all points in between – either east or westbound. TradeWinds earlier this year successfully completed a 5,233nm tow with one of their smaller tugs, also fixed through Marcon.

Marcon International has marketed "**Jabbar**" off and on when charter-free on a "private & confidential basis" since 2003 when we first brokered Awal Contracting's two 95 – 100' ABS-classed tugs "**Martha**" (ex-Martha Theriot) and "**Justine**" (ex-Toya Alario) to Trinidadian Buyers. Marcon also handled the purchase of the U.S. flag tugs "**Miss Lis**" (ex-Kari A, Marine Pioneer) and "**Simone**" (ex-Leslie Foss, Caribe Pioneer, Leslie Foss) for TradeWinds Towing LLC, acting as sole broker in all four transactions.

Marcon has sold or chartered 13 tugs to-date this year totaling 49,523BHP and 294 tugs in the last 32 years totaling 915,795BHP. Sale of another U.S. flag, 3,000HP twin screw tug is expected to conclude within the week.

Source : Marcon International, Inc.



The **IVER ACTION** arriving at **Palumbo Shipyard** in Malta – Photo : Gaetano Spiteri ©

Fisherman rescued from sinking vessel minutes before it submerged

A fisherman was saved from his boat just minutes before it sunk near the Isle of Skye.

A lifeboat crew were sent to rescue the man after the fishing vessel, **Laura K**, sent out a 'mayday' call that she was taking on water and sinking in the Broadford bay area. The Kyle of Lochalsh RNLi's volunteer crew were paged at 1.13pm on Tuesday and the **Spirit of Fred. Olsen** lifeboat was launched immediately. Another fishing vessel the **Jamiain** was close by and also went to assist the stricken boat. The lifeboat arrived on scene within three minutes however by that time the troubled fishing vessel had sunk. The crew of the Jamiain had already taken the uninjured fisherman off the sinking vessel just before it fully submerged. Kyle lifeboat searched the area for any wreckage before returning to the station **Source : STV news**

ARAMADA CLAIRE UPGRADED IN SINGAPORE



Photo's : Capt. Jelle de Vries ©



The **ARMADA CLAIRE**, owned by **Bumi Armada**, is currently being modified and upgraded at the **Keppel Shipyard** in Singapore. This will include refurbishment and life extension works as well as the installation and integration of topside modules.

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When the work is complete at the end of the conversion, the vessel will be deployed in the Balnaves Field, 180km off north-west Australia.

With a length of 240 metres, the Armada Claire will be installed with a forward and aft Cathelco ICCP system. The forward 200amp forward system will consist of a control panel wired to an arrangement of two Cathelco C-Max disc and reference electrodes mounted port and starboard. The more powerful aft system will comprise a 400amp thyristor control panel connected to two C-Max linear loop anodes and reference electrodes. C-Max are a new generation of anodes which were introduced by Cathelco in 2012. The main advantage is that they are diver changeable and can be

replaced without the need for drydocking. In addition, they provide a high current output from a relatively small surface area and are easy to install using self snapping torque nuts, avoiding the use of torque wrenches. "FPSOs are generally on-station for long periods of time and C-Max anodes are ideally suited to this type of application as they can be replaced by a diver, if necessary, while the vessel is at sea", said Aneel Mumtaz, a senior corrosion engineer at Cathelco Ltd. The order for the Armada Claire's system was received via Cathelco S.E.A based in Singapore who provide technical support and strategic stocks of equipment for projects in Malaysia, Indonesia, Vietnam, Philippines and Thailand.

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Australia's Largest Research Vessel Ready for Launch

At the end of 2013, the team of Sembawang Shipyard of Singapore and Teekay Shipping Australia will hand over the new scientific Research Vessel **INVESTIGATOR** to her owners, the Commonwealth Scientific and Industrial Research Organization (CSIRO), an agency of the Federal Government of Australia.



The **INVESTIGATOR** will be among the most capable and quietest non-naval research vessels in the world. It will serve Australia in diverse scientific operations ranging over an area from the equator to the ice shelf of Antarctica and spanning almost 1/3rd of the circumference of the globe. An area this large is hugely diverse and the types of research to be undertaken are numerous and demanding, resulting in the need for a very flexible, capable and seaworthy research vessel.

Photo : Capt Hans Bosch ©

The "design and build" contract for construction of this ship was awarded to a team led by Teekay Shipping Australia and Sembawang Shipyard of Singapore. The design was developed by RALion, a joint venture between Vancouver BC Naval Architects, Robert Allan Ltd, Alion Science and Technology of Alexandria, Virginia and Alion Canada of Ottawa. The contract was awarded to this international team in January 2011. An extensive program of model testing and design work was completed by November of that year. The vessel was launched on July 21st, 2013 and then officially named Investigator at a ceremony in Singapore on September 5th. It is due to be completed and turned over to the Owners at the end of 2013.

INVESTIGATOR has been designed to handle the heat and humidity of the tropics and the cold and ice of Antarctica while working safely and effectively in the broad expanse of the Great Southern Ocean separating these extremes.

This ice capable vessel has also been designed to meet the underwater radiated noise requirements of the DNV "Silent R" notation up to 11 knots – a capability that enables her to undertake the most sensitive types of environmental research.

INVESTIGATOR is fitted out with a full range of scientific laboratories, science and fishing winches, coring equipment, air and water sampling devices, and acoustic systems. It is capable of general-purpose oceanographic survey operations in coastal and deep ocean areas, including the physical, chemical and biological oceanography, multi-discipline environmental investigations, ocean engineering and marine acoustics, coastal hydrographic survey, marine geology and geophysics, bathymetric surveys and fisheries research.

To accomplish the scientific missions above, the Investigator is fitted with a gondola and two retractable drop keels to house the extensive scientific sonar and transducer suites, supplied by Kongsberg. The vessel is fitted with a stern ramp to support fisheries research activities.

The Investigator is classed by Lloyds Register of Shipping with the following notation:

+100A1, +LMC, UMS Ice 1C IWS, EP, Research Vessel, DP (AM) and DNV SILENT-R.

The principal design characteristics of this ship are as follows:

Length Overall: 93.9 meters

Beam: 18.5 meters

Depth to Main Deck: 9.45 meters

Draft: 5.7 meters

Draft, Navigational: 6.9 meters (to bottom of gondola)

Complement: 60 (including scientists)

Vessel Speed: 15 knots, fully loaded in Sea State 2

Range: 10,800 nautical miles

Endurance: 60 days

The vessel is twin screw, powered by an integrated diesel - electric propulsion and ship service plant provided by L3 Marine Systems. Three Mak 9M25C diesel generators provide a total electrical output of 9 MW at 690V. To meet the noise requirements of DNV Silent R notation, all three diesel generators are double resiliently mounted on a raft system engineered by RALion and supplied by Mak. The L3/Indar 690V AC 2600 kW propulsion motors feature a resiliently mounted rotor and other design features to meet the noise requirements. These propulsion motors are believed to represent the first use of AC motors of this size range in a research vessel to meet DNV Silent-R requirements. Wartsila provided the 3.5m diameter 5-bladed propellers, which are specially designed to be cavitation free at 11 knots, and the complete shaft-line from motors to propeller. The ship is also equipped with an azimuthing, retractable bow thruster, Thrustmaster model TH1500MLR, rated at 1200 kW and with Becker Flap type high lift rudders, all creating a vessel with much enhanced maneuverability at low speeds.

First Platform Deck: scientist's accommodation forward; stores and transceiver room midships, and control room, switchboard room, winch room and container hold aft

Main Deck: contains all the science labs, CTD lab offices and workshops and is the primary working deck

Forecastle Deck: crew accommodation, galley, mess, lounge spaces and galley stores, with the upper level CTD lab and CTD winch spaces aft and enclosed anchor and mooring space forward

02 Deck Level: senior crew, offices, hospital, chemistry lab, and boat deck

03 and 04 Decks: Senior Officers and Sr. Scientist accommodations and offices

Wheelhouse: the large and extensively equipped bridge is located above a full height plenum on taining bridge equipment and HVAC system

The complete suite of fisheries, scientific, and ship's deck equipment was supplied by Rapp-Hydema, including an array of coring, trawling, towing, general purpose, CTD deployment, drum, and anchor/capstan electric winches. Triplex AS, a Rapp-Hydema subsidiary, supplied the coring boom, pipe handler, over stern A-frame, and CTD Overhead crane. The aft deck is serviced by a Bergen DKF300 Main Crane, with a capacity of 25 metric toes at 12m, or 5 metric tons at 20m. In addition there are also a Bergen DKF40 utility crane and a Bergen DKF70 stores crane fitted.

Roll stabilization on the ship is provided by a U-Tube tank system designed by HOPPE.

Robert Allan Ltd. and **Alion Science** and Technology are very proud to have been selected to design the **INVESTIGATOR**, and the entire teaming arrangement with **Teekay** and **Sembawang** has proven extremely successful. This remarkable vessel will be the new benchmark for research vessels worldwide. The vessel enters service, fully commissioned, less than three years after award of the design and construction contract; a remarkable feat given the size and complexity of this ship. **Source : MarineLink**

HMC's new Tug Kolga christened



Heerema Marine Contractors' new state-of-the-art Anchor Handling Tug **KOLGA** was christened at Estación Marítima in Vigo (Sp). The christening was performed by Ms Caroline Heerema. **KOLGA** is the sister tug of **Bylgia** which was christened last June.

Both **KOLGA** and **BYLGIA** were commissioned to replace HMC's aging tugs, **Husky** and **Retriever**, who were both in service for over 30 years. Both new tugs are equipped with a retractable bow thruster and have DP2 capabilities. With a length of 72 meters and a width of 18 meters, the fully custom-built tugs are larger than the **Husky** and **Retriever**.

Each tug has a bollard pull of 180 tons and can hold up to 2500 m3 of fuel, sufficient to sail directly from Rotterdam to Cape Town, South Africa. The anchor

winch capacity is able to install anchors in water depths of up to 1500 meters. Each tug has accommodation for 40 people. **Kolga's** first task will be to tow the Thialf from Africa to the Gulf of Mexico.



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The French **MV L'Austral** of Company Ponant, cruising Antarctica Photo : [Judith Huibregtse](#) ©

Banksman Offshore NOGEPA 1.9A/B trainingen in Den Helder

SOMA Bedrijfsopleidingen en **DHTC** gaan samenwerken. Op 4 december jl. is het contract tussen SOMA Bedrijfsopleidingen en **DHTC** getekend. Door deze samenwerking is het nu mogelijk om in Den Helder ook de

trainingen **Banksman Offshore NOGEPA 1.9A/B** te organiseren. Dit vindt uiteraard plaats volgens de gebruikelijke hoge kwaliteitsnormen van SOMA Bedrijfsopleidingen en **DHTC**.



Het opleiden van medewerkers in de maritieme en offshore sector is voor beide partijen bekend terrein. **DHTC** is een internationale aanbieder van veiligheidsopleidingen voor de offshore (olie & gas industrie), scheepvaart, offshore wind industrie en hieraan gerelateerde bedrijven.

Photo : Paul Schaap - PAS Publicaties ©

SOMA Bedrijfsopleidingen biedt een breed programma van trainingen voor de maritieme en offshore sector. Deze worden onder meer gegeven in de vorm van trainingen voor het bedienen van alle soorten hijskranen aan de medewerkers die betrokken zijn bij hijswerkzaamheden voor het aanslaan en begeleiden van de lasten. Het contract tussen de opleiders is woensdagochtend bij **SOMA Bedrijfsopleidingen** te Harderwijk getekend door managing director **Manuela van Luijk** van **DHTC**

BV en directeur **Koen Stephan** van **SOMA Bedrijfsopleidingen**.

Ship owners' appetite for newbuilding dry bulk carriers, especially Ultramaxs, continues unabated as market rebounds

With the dry bulk market's benchmark, the BDI inching once again closer to the 2,000-point mark and future prospects for the segment still looking positive, it's only logical that many ship owners are still keen on investing into dry bulk newbuildings, especially since most indications point towards a looming price hike from many shipyards, on the back of improving demand and a shortage of shipbuilding berths.

As a result, last week saw once again the emergence of more dry bulk carrier ordering activity. According to the latest weekly report from shipbroker Clarkson Hellas, "starting with the large sizes, Oldendorff Carriers are reported to have declared the sixth in a series of 207,000 DWT Newcastlemax at HHI, with delivery in the second quarter of 2015. At Hanjin Subic, STX Pan Ocean have contracted two firm 150,000 DWT Capesize, planned for delivery in the second half of 2016 and for charter to KEPCO. One order to report in the Kamsarmax sector, with Klaveness declaring the third and fourth in a series of 82,000 DWT bulk carriers at Jiangsu New Yangzijiang. With a further two options still outstanding, these latest vessels are due to deliver in 2016" it said.

According to Clarkson Hellas, "the majority of reported ordering this week in dry has been focussed on the Ultramax sector, starting with Oldendorff Carriers contracting six firm plus six option 64,000 DWT Ultramax at Qingshan Shipyard. Delivery of the firm vessels is planned for 2015 and 2016. At Guangzhou Huangpu, KC Maritime have placed an order for four firm 64,000 Ultramax, with pricing undisclosed, delivery of all four vessels is due within 2016. In the same size, Clients of Golden Ocean have declared three further options at Chengxi for delivery in the first half of 2016, taking the total series to six vessels".

The shipbroker also noted that the past week was again a rather busy one in the Handy market, with clients of Precious Shipping signing two firm 38,500 DWT Handysize bulkers at Shanhaiguan, with delivery from the second quarter of 2015. "Also at Qingshan, Atlantska Plovidba have declared the third vessel in a series of 38,700 DWT bulkers, due for delivery in mid-2015. Vogemann are reported to have declared two further options for 36k Handysize at Weihai Samjin, again for delivery within 2015. Only one order to report in dry this week at a Japanese yard, with PacBasin ordering two firm 37,400 DWT bulkers at Kanda, with delivery due in the second half of 2016", Clakson Hellas said. Meanwhile, there was also further ordering activity in the product tanker market this week, with Navig8 Product Tankers declaring options for two further 112,000 DWT LR2 product tankers at GSI, with delivery of both vessels in the final quarter of 2016. Clarkson Hellas also noted that "Hyundai Mipo are understood to have taken further orders for MR tankers this week with clients of Latsis contracting five firm 52,000 DWT coated tankers for delivery within 2016. In the same sector, clients of Metrostar Management have declared a further four options for

52,000 DWT MRs at SPP, taking the series to a total of ten firm vessels. Pricing is undisclosed, although delivery is similarly planned for 2016. In the chemical market, Arcoinc have contracted two firm plus two option 19,800 DWT stainless steel tankers at Xinle Shipbuilding in China, with delivery from 2015".

In containers, China's Bank of Communications Financial Leasing have contracted five firm plus two option 9,300 TEU container carriers at Samsung. Delivery of the series is planned from mid-2015, with pricing in the region USD 85 Mill per vessel. In the US, VT Halter have taken an order for 2,400 TEU/400 car RORO-Container vessels, with both vessels to LNG fuelled. Pricing for this order remains undisclosed, however delivery was announced for April and October 2017. In the MPP sector, COSCO Shipping Ltd. (COSCOL) have announced an order for four firm 36,000 DWT multipurpose vessels at Huangpu, each with a container capacity of 2,000 TEU. Pricing is undisclosed, however delivery is split between 2015 and 2016.

"In the gas market this week, Elcano are understood to have contracted two firm 174,000 CBM LNG carriers at Koyo Dock. Both are to be fitted with LNG dual fuel main engines and for delivery in 2017. Similarly at DSME, Clients of Teekay LNG Partners have declared the fifth in a series of 173,400 CBM LNG carriers with delivery due in 2017. Lastly, Dorian LPG have declared two further options for 84,000 CBM LPG carriers at HHI, with delivery of both vessels in 2015", Clarkson Hellas concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



DOCKWISE VANGUARD
117,000 dwt carrying capacity for
heavy marine transport (integrated structures)

REALIZING THE INCONCEIVABLE www.dockwise.com **DOCKWISE**

The image shows a large orange and white heavy lift ship, the Dockwise Vanguard, carrying a complex offshore oil platform on its deck. The ship is on the water under a clear sky. The Dockwise logo, a stylized orange 'D' with a blue circle inside, is in the bottom right corner.



The 52,523 DWT Vietnamese bulker **VOSCO SKY**(IMO number 9236896), at the buoy. on the evening of November 26th, at the Mekong River close to the coastal city of Vung Tau. **Photo : Michael Newmann ©**

Environmental Impacts Of Heavy Fuel Oil

Bunker fuels are a type of heavy fuel oil ("HFO") used in the aviation and maritime industries to fuel ships and aircraft. The use of HFOs has raised concerns over their environmental impacts and, in particular, their contribution to anthropogenic (human-induced) climate change caused by the greenhouse gases emitted by the burning of HFOs to power shipping. While the ongoing international negotiations being undertaken under the aegis of the United Nations Framework Convention on Climate Change ("UNFCCC") and the Kyoto Protocol are yet to agree upon a future climate change legal regime, when it comes to HFO emissions the negotiations have been in a complete deadlock for a number of years. Along with aviation emissions, and due to their importance to international trade and associated sensitivity to their being regulated, HFO emissions generally have been left out of the international climate change negotiations. However, while this situation persists for HFOs, specific action is now being taken on aviation emissions, e.g. their introduction into the European Union Emissions Trading Scheme.

The situation in respect of HFOs is also likely to change due to continued pressure to deal with HFO emissions in the climate negotiations. The International Maritime Organization ("IMO") has developed (through its Marine Environment Protection Committee), various international standards geared toward environmental protection.

Viewed against the backdrop of the stalemate in the climate change negotiations vis-à-vis HFOs, the IMO has successfully established a new regulatory regime for those ship emissions that can adversely affect human health. These emissions are nitrous oxides, sulfur oxides and particulate matter*. The rules, which were established as part of Annex VI to the International Convention for the Prevention of Pollution from Ships ("MARPOL") and which do not directly address the greenhouse effect of such gases, relate to regulations covering liability and compensation for damage, such as pollution caused by ships. South Africa has not yet ratified Annex VI of MARPOL. There is some likelihood that a similar approach to the one adopted for aviation emissions, that is subjecting them to emissions trading, will be adopted for HFOs from shipping. However, this issue is still the subject of intense speculation and negotiation. * Particulate matter is not a greenhouse gas. Source: Edward Nathan Sonnenbergs



London new base for longstanding Ince & Co Piraeus office head

In the New Year Jonathan Elvey, head of the Piraeus office for international law firm Ince & Co, will be returning to the firm's London office after 17 years advising clients at the heart of the Greek shipping market. Partner Nick Shepherd, who spent five years in Greece in the 1990s and returned to Piraeus in 2010, takes on the role of head of the office.

Earlier this year the Piraeus office celebrated its 20th anniversary. During this time it has grown to 35 people. It includes a dry shipping and admiralty practice led by Jon, Nick and Antonis Lagadianos; a ship and asset finance practice led by Robin Parry; and a Greek law practice led by George Iatridis.

Jon Elvey commented: "I have been privileged to call Greece my home for so many years. It is a magical country full of wonderful people, among whom I am lucky to count many good friends. For family reasons, I am moving back to England at this time, and I am relocating to join our London office. Though it is a huge wrench for me to leave Piraeus, I will be returning regularly. My practice will continue to focus on the Greek shipping market and I will be in communication daily with my clients." Jon continued: "I am very proud of the reputation this office has built. So much

of it is due to the support and loyalty of our clients, and we appreciate it enormously. We have a dedicated partner team in Piraeus. In May, Evangelos Catsambas was promoted to partner, and last year partner Jamila Khan joined us from London. They work alongside my longstanding and respected colleagues Nick, Antonis and Robin."

Nick Shepherd said: "I am very pleased to have the opportunity to lead our Piraeus team, continuing and building on Jon's work. Ince & Co has a long tradition of working with the Greek shipping community. We are all committed to continuing that tradition and to providing our clients with effective commercial advice."

Senior partner James Wilson said: "I would like to thank Jon for all he has done in Piraeus. We look forward to his return to London, from where he will continue to advise his many clients. Our team in Greece has deep knowledge and experience of this vital shipping market and our Piraeus office continues in excellent shape." **Source: Ince&Co**

Why stevedoring matters

Last week, BIMCO President Mr. John Denholm gave an address to the General Stevedoring Council, meeting in London at its 44th Working Lunch. The President took the opportunity to bring GSC members up to date with the current work of BIMCO, pointing out how the organisation continues to respond to the needs of the shipping industry in so many different ways. There can be no doubt that both in the liner and bulk trades, the work of stevedoring management remains absolutely vital for the safe and expeditious operation of ships. The role of the GSC has been, and continues to be, one of education, promoting best practice through the professional training courses it runs around the world. Once, of course, stevedoring management revolved around the control and deployment of large numbers of men in cargo handling, in the world's ports. Nowadays stevedoring has become a highly capital intensive operation, with complex terminals playing a vital role in global logistics. Labour still has to be managed, but the sort of skill sets in the relatively small number of people operating container or bulk terminals is very different. Management has also become a far more sophisticated area of business.

Increasingly, as ship operation has become more precise, the work undertaken in port has grown in importance. Port time was always regarded as "non-earning" by owners anxious to keep their ships running productively, but the twin pincers of fuel costs and environmental pressures have focussed more attention than ever on in-port efficiencies.

Efficient port operations enable some of the round-voyage time lost through fuel-saving slower steaming to be recovered, while reducing the total time cargo spends on its journey. So the shipping industry has a very vested interest in the work of the stevedores and will surely encourage the educational work of the GSC to this end.

The GSC courses are designed to bring together people from a broad range of stevedoring experience from around the world, stimulate their thought processes and enable them to get away from their own local job pressures for the extent of the fortnight's activities. During this time they will see a range of very advanced terminal operations, in countries other than those in which they normally work and have the opportunity to speak to those managing them. They will have presentations from a range of industry leaders, team up and undertake projects that will be useful to them and above all, learn a great deal from each other.

They will become better informed about cargo handling and the shipping industry worldwide, with the typical course taking in stevedoring managers from every continent. They will invariably make friends and in doing so, become better professionals through this "networking" process. And perhaps most important, the business of cargo handling, in whatever sort of terminal it may be practised, will gain from the spreading of ideas and best practice. BIMCO itself is anxious to see Continuous Professional Development established throughout the shipping industry. The transmission of ideas throughout the stevedoring sector worldwide by this initiative of the GSC can only be encouraged. **Source: BIMCO**

NAVY NEWS

Nimitz Strike Group Makes Brief Stop in Pearl Harbor

Just a few days shy of the 72nd anniversary of the Japanese attack on U.S. forces at Pearl Harbor, Sailors and Marines manned the rails of the aircraft carrier **USS Nimitz (CVN 68)** as they entered the harbor Dec. 3.

Passing by the **USS Arizona memorial**, the crew on board **Nimitz** paid tribute to their fallen comrades in the hallowed waters below. "It really is surreal," said Aviation Electronics Technician 2nd Class Daniel Routhier, assigned to

the "Wolf Pack" of **Helicopter Maritime Strike Squadron (HSM) 75**, one of eight squadrons assigned to **Carrier Air Wing (CVW) 11**, embarked on **Nimitz**.



Routhier, who has experienced paying honors to Arizona before, said doing so gave him an immense amount of pride in the Navy, and in being able to continue the tradition of saluting the memorial.

Interior Communications Electrician 2nd Class Michalle Boyce manned the rails of **USS Ronald Reagan (CVN 76)** while passing the Arizona in 2004, and has volunteered to do so with every opportunity she has since

been given. Boyce's grandfather served on the **USS Oklahoma** during the attack, and being able to render a salute to the Sailors lost in the Dec. 7, 1941 attack has become a point of personal pride. "Every time I stand up there I feel goosebumps when we pass the Arizona," Boyce said. "It is a very powerful experience."

Nimitz, along with embarked **Carrier Strike Group (CSG) 11**, **CVW- 11** and **Destroyer Squadron 23** made the brief stop while headed home after an eight-and-a-half month deployment to the U.S. 5th, 6th and 7th Fleet areas of responsibilities (AORs). "I am especially proud of our crew, and all the work they have done over the duration of this deployment," said Rear Adm. Michael S. White, commander, CSG 11. Upon departing Pearl Harbor, **Nimitz** is scheduled to continue east toward San Diego, before returning home to Everett, Wash., before the end of the year.

SHIPYARD NEWS

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PIRIOU wins an order for 2 new units of its 53m FPSV(*) by SUISSE OUTREMER AG

(*) Fast Passenger & Supply Vessel

After delivering the first four 53m FPSVs for transporting personnel and freight to offshore oil sites, **PIRIOU** has just won an order for 2 new units which will also be built in Vietnam.



SUISSE OUTREMER AG group has just confirmed an order for two 53m units, the "**KATHRINT**" and the "**KAROL W**", for delivery in May and September 2014, which will be commercially operated by **ABC MARITIME AG** in West Africa.



After delivery of 4 ships that have been put into service on the West African coast and in the Gulf of Mexico, this order bears witness to the success of the main ship in the range of crew boats recently developed by **PIRIOU**.

Very advanced discussions have also vindicated the decision taken by the **PIRIOU group** to start the series production of 6 units of the same type per year. With the same hull and propulsion system, each of these ships will offer the same level of performance to the different ship owners, whilst leaving the choice of certain options, such as the outfitting of lounges and the type of freight to be transported, to them.

Pascal PIRIOU, CEO of the **PIRIOU group** declared "the order from a first rate shipowner such as **ABC MARITIME AG** confirms our positioning as leader of the crew boat market. The quality of our Vietnamese constructions, which meet the most stringent international standards, and series production enables us to be particularly competitive in a rapidly expanding world offshore oil market".

China Rongsheng flags full-year profit loss as prolonged shipping slump takes toll

By Yimou Lee

China Rongsheng Heavy Industries Group, the country's largest private shipbuilder, said on Wednesday it expects to report a substantial full-year loss just months after it appealed to the government for financial help.

The struggling shipbuilder said this year an unspecified number of workers had been made redundant and it reported a net loss of 1.3 billion yuan (\$213 million) for the first half of the year amid a prolonged industry slump. "The company believes that the net loss is primarily attributable to the decrease in revenue as a result of the company's conservative sales strategy under the current trough stage of the shipbuilding market," China Rongsheng said in a statement to the Hong Kong stock exchange. Analysts have said the company could be the biggest casualty of a local shipbuilding industry suffering from overcapacity and shrinking orders amid a global shipping downturn. Greek ship owner **Dryships Inc** has already questioned whether some of the ships on order at **China Rongsheng** will be delivered, which could hit its revenue and profitability next year. Dryships has four dry bulk carriers on order at the company's shipbuilding subsidiary, **Jiangsu Rongsheng Heavy Industries**, that are due for delivery in 2014. "The deliveries of these vessels are severely delayed," said Ziad Nakhleh, Dryships chief financial officer, during a third quarter results presentation last month. **China Rongsheng**, which sought financial help from the government in July, has said it won only two shipbuilding orders worth \$55.6 million last year when its target was \$1.8 billion worth of contracts. The company told Reuters on Wednesday it had delivered 7 vessels (1.5 million DWT) in the first half of 2013, and had delivered at least two 380,000-DWT class very large ore carriers in the second half of the year. The company declined to say how many new orders it has received so far this year. Rongsheng's profit warning was made after the close of trading in Hong Kong. Its shares had fallen 1.7 percent in trading on Wednesday, lagging a 0.8 percent loss in the benchmark Hang Seng Index. They have fallen 7.3 percent so far this year. **Source : Reuters**

(Additional reporting by Adam Jourdan in Nantong, China; Keith Wallis in SINGAPORE, Anne Marie Roantree in HONG KONG)

Damen Shiprepair Brest receives ISO 9001:2008 certificate



Damen Shiprepair Brest (France) has received certification from Lloyd's Register Quality Assurance (LRQA) for aligning its quality and safety management systems with internationally



recognized standards. A certificate of approval for the ISO 9001:2008, management standards was presented by LRQA France at the shipyard premises on 26 November 2013.



Damen Brest's Managing Director Jos Goris comments: "We are proud to be awarded with the certificate, in particular since we started this process 11 months ago and only a couple of months after the ship repair activities started in second quarter of 2012. Damen Shiprepair Brest passed the 5 day audit without any non-conformity."

Mr. Goris continues: "By adhering to these globally-recognized best practices, we are positioning Damen Shiprepair Brest as a professional and well organized ship repair facility with a high management focus on Safety, Quality, Reliability and Transparency. We are convinced that our valued customers will note the difference!"

Future certification

"Our next step will be to become ISO 14001 certified, but we will first give our staff some 'recovery' time from the audit for ISO 9001:2008. We have already started implementing several

environmental procedures and it is our aim to further improve our environmental footprint in the years to come", adds Mr Goris.

Restore ship-building subsidy, Gujarat tells Centre

The state government has asked the Central government to restore subsidy to ship-building, which it said was needed to promote ship-building industry in the country.

The central government used to provide 30% of the project cost as subsidy to ship-building units earlier. However, the subsidy was withdrawn in 2007.

"Ship-building is a labour intensive industry and generates employment opportunities, which needs to be encouraged. Several countries subsidise ship-building, and it should be restored in India to help achieve the proposed target of 5% share in global ship-building manufacturing," HK Dash, additional chief secretary of ports & transport department, said. Restoration of subsidy was one of the several points raised by Dash on behalf of the state government during a recent meeting of the Maritime States Development Council.

The government has requested the Centre to expedite the proposal to develop an international size shipyard at Sutrapada near Veraval. It also sought waiver of income tax liabilities on state maritime boards as taxation was leading to draining of funds for development and expansion projects. State government has also demanded compensation for the expenditure required for clearing the south Gujarat coast of oil lumps from nearby states, where drilling operations take place. "This is a very serious matter as it can cause damage to flora and fauna on the coastline if not taken care,"

Dash said in his address at the meeting. He said that the Centre should provide at least 50% of the cost for disaster mitigation measures. According to Dash, the cargo handling capacity at non-major ports in the state has gone up from 138 million tonne in 2002-03 to 366 million tonne at the end of 2012-13. "We are committed to increase the cargo handling capacity to more than 500 million tonne by 2014-15 and to 864 million tonne by 2019-20," he said. State also wants central government to bear 50% of the cost of disaster mitigation measures. Centre earlier provided 30% subsidy to ship-building which was withdrawn in 2007. Source : DNA india

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04-12-2013 ; "SEAMEX PRINCESS" in DP stepping alongside the new wharf at **Loyang Offshore Supply Base**, Singapore. Seamec is a Mumbai subsidiary company of **Technip Offshore**, "SEAMEX PRINCESS" was coming in for demobilisation from Conoco Phillips project in Natuna Sea, Indonesia. The Photo is taken from port bridge wing of "KREUZ INSTALLER" which featured in the newsclippings a couple of days ago

"KREUZ INSTALLER" is owned and operated by **Kreuz Subsea Marine** of Singapore, built in 1981 as "Seabex One" by **Comex**, became "Dynamic Constructor" for **SBM** before being acquired by **Stena Offshore** in 1990 and renamed successively "Essar Stena 1", "CSO Venturer", "Venturer" and "Asdiaflex Installer" as **Stena Offshore** changed into **Technip Offshore**. **Kreuz Subsea** acquired the vessel in April 2102 and employ her in South China Sea area, and will mobilise for the same Conoco Phillips project in Natuna Sea, Indonesia this month

Photo : Capt. Mike Fletcher, Master, Kreuz Installer ©

BMT Surveys Expands Into Switzerland

BMT Surveys (BMT), a subsidiary of **BMT Group Ltd**, the leading international design, engineering and risk management consultancy, has announced the opening of a new office in Geneva, to support its rapid expansion across Europe.

Providing further support to clients in Switzerland, the office will focus on P&I, Hull and Machinery, Cargo Insurance and maritime law through BMT's global survey network, based in more than 250 ports worldwide.

Initially, the Geneva office's primary function will be to manage immediate survey actions and offer advice to clients using the surveyors' network, with a plan to develop into a fully staffed consultancy office in the near future.



to liaise with clients quickly and efficiently. BMT continues to be one of very few marine surveying companies that provides broad support across the H&M, P&I and cargo markets. We are fully committed to further investing in the future of marine surveying and expansion of our services."

The opening of the Geneva office follows recent expansion in London alongside sister companies BMT WBM and BMT Hi-Q Sigma, further strengthening the company's ambition for sustained growth and increased offering across Europe, and the world. For more information about [BMT Surveys](#) and the [BMT](#) global surveyors network, please visit www.bmtsurveys.com

Commodity traders and charterers can benefit from BMT's consultancy services on cargo-related and technical matters in the event of marine emergencies and (liability) claims. [BMT](#) can also provide condition assessments of vessel fleets in their portfolio and risk assessment / management.

As a leading independent marine surveying company, [BMT](#) provides a wide portfolio of services in cargo, vessel condition, tankers and terminals, nautical and technical operations, and has offices across Europe and Indonesia.

Phil Thompson, Transport Sector Director for BMT, comments: "Having a local presence in Geneva allows us



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ISS advises of orange flood warning alert for Pahang and Terengganu in Peninsular Malaysia

Inchcape Shipping Services, (ISS), is advising that an orange alert warning has been issued for parts of Pahang and Terengganu in Malaysia, following severe flooding which has forced thousands of people to evacuate their homes. The ports of Kuantan, Kemaman and Kertih and all land transport, have been affected by the flooding and crew changes are therefore likely to be affected.

The monsoon season started in Kelantan and Terengganu last month and heavy rains are therefore to be expected. However, these were made worse by a high tide causing the severe floods. Kuantan port previously sent a monsoon circular advising of vessels berthing being restricted to daylight hours only, 0700 to 1800hrs, for the monsoon period from 01 November, 2013 - 28 February, 2014 which it advised was a safety measure during the Northeast Monsoon

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NewLead Holdings Ltd. Announces Acquisition of One Newbuilding Dry Bulk Vessel

NewLead Holdings Ltd. announced that it has recently agreed to acquire one newbuilding Eco Type geared double hull Handysize dry bulk vessel for a purchase price of \$19.5 million. The vessel is 35,000 dwt and is expected to be delivered in the third quarter of 2014.

Mr. Michael Zolotas, chairman and chief executive officer of NewLead, stated, "As we have previously announced, following the completion of NewLead's restructuring and alongside the development of its commodity arm, our aim is the continuous growth of our fleet. This is the first Eco Type vessel with high specifications to be added to NewLead's fleet. We are exploring all options and opportunities for the chartering of this vessel which will likely be announced closer to the delivery of the vessel."

The down payment was paid, and the balance will be paid, as a result of the transactions described in the Current Report on Form 6-K filed on December 2, 2013 that will result in NewLead acquiring the vessel free and clear of all liens.

NewLead Holdings Ltd. is an international, vertically integrated shipping and commodity company that manages product tankers and dry bulk vessels. NewLead currently controls two dry bulk vessels. NewLead's common shares are traded under the symbol "NEWL" on the NASDAQ Global Select Market. **Source: NewLead Holdings Ltd.**

Sri Lanka bans container lines from charging THCs from 2014

Sri Lanka is banning container lines from levying terminal handling charges (THCs) and other surcharges from next year. In a victory for the Sri Lankan Shippers' Council (SLSC), which has lobbied for the abolition of THCs since the late

1990's, Sri Lanka's president Mahinda Rajapaksa announced in his recent budget speech to the country's parliament that THCs would be banned from January 2014.

"In order to prevent the monopoly of pricing in the shipping trade, no shipping line will be permitted to levy terminal handling and other charges in addition to freight and specified international charges for containersised cargo. Relevant prohibition will be made effective through amendments to the finance act, effective January 2014. Asian Shippers' Council (ASC) chairman John Lu said: "We take our hats off to SLSC for their key role in fighting for the removal of terminal handling charges."

The ASC and shippers' councils throughout have long fought against the levying of THCs by container lines which they say are used to artificially increase freight rates."We look forward to the day when the rest of us in Asia only need to pay an all-in rate," Lu said. **Source: Seatrade Global**



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The **HURST POINT** seen leaving Grand Harbour, Valletta, Malta on the 03-12-2013.

Photo : Gaetano Spiteri ©

Global tender for Vizhinjam port project floated

The state government on Wednesday floated global tender to choose the private partner for operating the **Vizhinjam International Deepwater Multipurpose Seaport**. This assumes significance since the tender has been floated a day after an expert committee of the environment ministry recommended environmental clearance for the Rs 5,000-crore project.

Speaking to reporters after uploading the tender documents on the **Vizhinjam International Seaport Limited (VISL)** website, chief minister Oommen Chandy said the government did not want to lose any time in inviting the global tender. "We could achieve this and managed to take the project forward despite some hurdles," he said.

An EPC (engineering, procurement and construction) tender was also floated on Wednesday for the construction of breakwater and fish-landing centre. The construction can begin by June next year and is expected to be completed by June 2016. The total estimated cost for the work is Rs 1,250 crore.

If the port operator can be finalised by May next year, they can start the work for the container berths by May 2015, such that by January 2018, the port will become operational, said minister for ports K Babu.

Finance minister K M Mani, industries minister P K Kunhalikutty and health minister V S Sivakumar were also present on the occasion. **Source : IndiaTimes**



Seen 4th December, the "**LOCH ROAG**" has now been renamed "**GO ELECTRA**" while berthed in Leith,
Photo : Iain Forsyth ©

Oil firm to inject P6-B investment in Oro port

AN OIL company is sinking in some P6 billion in new investments to improve its facility at the Cagayan de Oro port (CDO). Currently, **Pilipinas Shell Petroleum Corp. (PSPC)** has access to the CDO port facilities to serve the fuel requirements in the area. CDO port, owned and operated by the **Philippine Ports Authority (PPA)**, meanwhile, has been almost idle the past couple of years after most of its cargoes shifted to nearby Mindanao Container Terminal run by International Container Terminal Services Inc. "This is a welcome development for PPA," General Manager Juan C. Sta. Ana said.

"PSPC already made a presentation to the Board and we are now just fine tuning their rental rates and the length of the contract," she said.

"PSPC is looking at Cagayan not just as a support investment but a major facility as they are planning to bring in import products directly to Cagayan de Oro and distribute it from there as they expect their Batangas production to be short to support the fuel needs of the country by 2016," Sta. Ana added. PSPC, for its part, said the new investment will guarantee the smooth and enough fuel supply within the country by 2016.

"If the Batangas refinery is inaccessible, the rest of the country will suffer, but by putting another hub in Mindanao, PSPC will be able to secure the fuel requirement of the region," PSPC said in its presentation to the PPA Board.

Based on the plan, PSPC will upgrade and invest the amenities and convert it into an airport-like facility as well as refurbish their crane facility into a MR import capable facility. PSPC also wants a continued access to berths 11 and 13, which they are currently using and is likewise proposing a long-term lease of about 7,400 square meters in the waterfront area to allow them to put their equipment as well as for their pipeline system.

The structures to be built will be movable and will not hamper future expansion in the area considering that the designated berthing for passenger vessels is about 300 meters away. In terms of port development, PSPC is willing to put up about P180 million to improve some parts of the port and some P140 million to improve and install the fire fighting capabilities, lighting, berthing and security systems, including the upgrading of the fenders where they will be berthing their vessels.

The PPA, meanwhile, will greatly benefit from the new investment with the expected increases in leases, port dues and wharfage fees when the facilities become operational by 2016 from the current P1.8 million per annum to about P32 million per annum and projected to increase steadily as fuel growth in Mindanao is expected to be significant. A couple of days ago, Pilipinas Shell donated about P6 million worth of fuel to be used at the Tacloban port or about P1 million a month to sustain the operation of the port for at least six months. The agency has likewise sponsored a training program for PPA employees on cargo handling, maritime safety and environmental protection. **Source : PIA / Sun Star**

Alphatron Marine Training Centre doubles simulator capacity

Following its official certification to provide **ECDIS Model course 1.27 training**, the **Alphatron Marine Training Centre** in Rotterdam ordered a new classroom of **NAUTIS ECDIS Simulators**, doubling their current simulator training capacity.

In 2013, the training centre received the official "Letter of Recognition" from the Netherlands Shipping Inspectorate and became officially certified to perform ECDIS IMO Model course 1.27 for **STCW (including Manila Amendments)** and vessels under Dutch flag. Following this milestone the training centre has ordered a new classroom of **NAUTIS ECDIS Simulators**, doubling its current training capacity.

The **Alphatron Training Centre** uses **NAUTIS Desktop ECDIS** trainers for its certified **ECDIS** training and offers the complete range of ECDIS trainings. This includes generic as well as type specific training, or both in the same 5-day course in the HQ in Rotterdam. The training is executed on individual simulators and complemented with theoretical syllabi.

The **NAUTIS Desktop ECDIS Trainer** at the **Alphatron Marine Training Centre** are high performance portable simulators including a 120-degrees horizontal outside field as well as radar/ARPA view, type-approved MARIS ECDIS, and VHF communications trainer. The NAUTIS Desktop ECDIS Trainers are compatible with different types of ECDIS, including type-approved MARIS, Kelvin Hughes and PC Maritime Navmaster. Thanks to the high performance and small form factor of the NAUTIS Desktop Trainer, training becomes possible on any location, including on board of ships and in classrooms.

NAUTIS is a new generation of advanced DNV-certified maritime simulators developed by VSTEP and includes a full range of simulators, from desktop to full mission bridge. For more information about **NAUTIS Maritime Simulators** by **VSTEP**, visit www.nautissim.com For more information about **Alphatron Marine**, visit www.alphatronmarine.com

.... PHOTO OF THE DAY



The French **MV L'Austral** of Company Ponant, cruising Antarctica Photo : **Rob Bunders** ©

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