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Iskes tug ARION operating off IJmuiden – Photo : Willem koper ©

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EVENTS, INCIDENTS & OPERATIONS



The sheerlegs **TAKLIFT 6** entered the **Navantia drydock** in Cadiz (Spain)

Photo : Capt Wim van der Kort – Master **FAIRMOUNT SUMMIT** ©

Damen dredger “Karamara” starts on impressive project

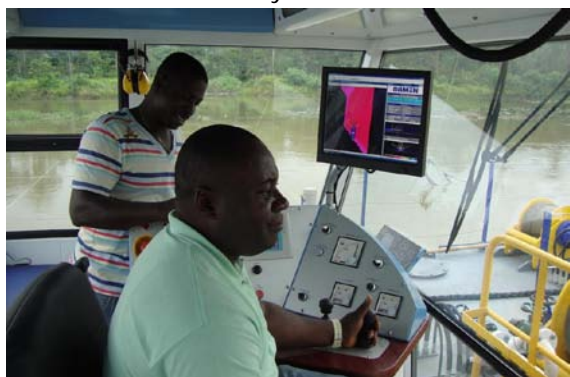


DAMEN

A new **Damen CSD500** has started an impressive job in Nigeria. It is to clear a 52 km long stretch of a river, to improve accessibility of an inland transshipment port. The delivery of a complete **Damen** dredging package gave the project a flying start.

The "**Karamara**" has been acquired to increase the accessibility of a fuel stock site. This site is located on a riverbank in Akwete, Nigeria, some 52 km from the open sea. Barges transport various types of fuel from the open waters to this bunker site where it is stored for resale. The current navigable depth of the river causes problems in the logistics as it is no more than 1.5 m. The full length of the supply line is to be deepened to 5 meters – an impressive job.

The "**Karamara**" is a standard **Damen** cutter suction dredger, type **CSD500**. It has been fitted out with a number of standard options, including anchor booms, a jib crane, navigation lights and BV class approval. The delivery included Damen survey instrumentation for monitoring the



progress of the job. Moreover a set of spare parts as well as commissioning and training on site are included.

The **CSD500** has been shipped partly dismantled to Nigeria to facilitate transport. After assembly in the port of arrival the cutter suction dredger has been towed to its current location, some 40 km east of Port Harcourt. The **Damen Field Service Engineers** arrived with the dredger to train the crew in maintenance duties and dredging; a **Damen** dredge master is present to explain and train the crew on the full dredging process to maximize dredging efficiency. The project had a flying start as within days the full layout of the has been taken : the first dredging surveys are done and the **CSD500** is eating its way through the sand banks. All for a safe

and swift journey of the fuel barges.

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Ships armed to fight pirates worry India about 26/11-type attack

India fears unregulated 'floating armouries' - privately-owned ships loaded with weapons and guards that escort commercial cargo ships- could be used by terrorists to sail upto its western coast and launch an attack like 26/11.

166 people died in 2008 after ten young Pakistani men sailed upto Mumbai and unleashed the country's worst-ever terror strike. Chief Navy Staff Admiral DK Joshi told reporters , "Ships are hugging our coast line and that affects our picture and this is a major worry." The Admiral said the floating armouries were 'dangerous' and added that "over a period it has become a loose-knit structure and could be used for infiltration by terrorists."

In October, the Coast Guard detected a ship registered in America that had illegally entered Indian waters near Kochi in Kerala. On board, with a crew of 35 people that included 12 Indians, were 5000 rounds of ammunition and 31 assault rifles.

That ship was owned by an US-based firm that provided protection from pirates to commercial shipping firms. The crew is still in jail. Indian officials point out that there has been no piracy attempt within 450 nautical miles of the Indian coast in the last two years. However, High-Risk Areas, which denote pockets prone to piracy, are being incorrectly marked by the [International Maritime Organization](#). So merchant ships and their armed escorts are sailing too close for India's comfort. Admiral Joshi said India has asked for the high-risk zones to be re-drawn and wants the International Maritime Organisation to find a way to regulate ships that carry armed guards and weapons. "When such ships close in to our coast, we need to know who owns the ship, who are the armed guards and how many and what weapons they have on board," he said. The admiral clarified that India doesn't oppose armed escorts for merchant shipping. "They are most welcome to have armed guards. But we need to regulate them." **Source :** [ndtv](#).



The Dutch customs patrol vessel [MANTELMEEUW](#) riding high last Thursday during the gale – **Photo : Kees Torn ©**

NYK Container Line receives METI Award

[NYK Container Line Ltd.](#) , an NYK Group company, has received the Ministry of Economy, Trade and Industry (METI) Award under the Excellent Green Logistics Partnership Commendation Program organized by METI, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), and other organizations. NCL was presented the award as one of the joint project partners of the Kubota Corporation , the company said in its press release.

Under the Excellent Green Logistics Partnership Commendation Program, METI and MLIT recognize excellent projects that substantially contribute to global warming mitigation in Japan's logistics sector. The program aims to encourage voluntary initiatives by companies and to promote green logistics diffusion. Acceptable program projects are those that effectively reduce CO2 emissions through partnership efforts between consignors and logistics companies.

By taking advantage of its inland container terminals, Kubota has promoted effective round use of trucks in transporting marine containers during import and export. Such efforts were highly evaluated for mitigating CO2 emissions and for the rate at which emissions were reduced. NCL contributed as one of the 22 joint-partner companies participating in the project. An award ceremony will be held at the 12th Green Logistics Partnership Conference on December 12, 2013, at the Tokyo International Forum. The NYK Group takes an active role in social issues, including environment protection, as a good global citizen and strives to help attain a better global society. **Source :** [PortNews](#)

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The THSD **VOX MAXIMA** – Photo : Henk Helwig o/b HAL's VOLENDAM ©

Coast Guard offloads more than \$18 million of cocaine in St. Petersburg, Fla.

Crewmembers aboard the Coast Guard Cutter **Nantucket**, homeported in St. Petersburg, offloaded more than \$18 million in cocaine Wednesday at Coast Guard Sector St. Petersburg, the USCG website said.


The Nantucket received the contraband transfer after the crew of the Coast Guard Cutter Gallatin and their deployed MH-65 Dolphin helicopter crew seized the \$18 million in cocaine in the Gulf of Mexico during two separate cases in November in support of Operation Martillo.

On Nov. 20, the Coast Guard Cutter **Gallatin** deployed their Dolphin helicopter crew who detected a 25-foot vessel north of Punta de Mosquito, Panama, in international waters. The crew arrived on scene and observed the people aboard the vessel jettisoning packages of suspected contraband overboard. The helicopter crew issued warning shots with employed disabling fire forcing the vessel to stop and the cutter to recover the 14 bales of contraband.

The second seizure occurred on Nov. 25, when Gallatin's deployed helicopter crew detected a 30-foot fishing vessel northwest of Columbia in international waters.


The crew observed the suspected smugglers jettisoning packages. The **Gallatin** deployed a smallboat and crew who arrived on scene and recovered 10 bales of contraband, which tested positive for cocaine.


This interdiction was carried out as part of Operation Martillo, which is one component in the United States government's whole-of-government approach to countering the use of the Central American littorals as transshipment routes for illicit drugs, weapons, and cash. Operation Martillo is an international operation focused on sharing information and bringing together air, land, and maritime assets from the U.S. Department of Defense, the Department of Homeland Security, and Western Hemisphere and European partner nation agencies to counter illicit trafficking. Source: uscgnews





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Wagenborg's **TIBERBORG** moored in Tornio, loaded with 15.000 tons Chromium Ore with destination Yangjiang in China in addition the **TIBERBORG** will load in Aulu 6000 ton woodplanks in packages with destination Alexandria in Egypte - the temperature in Tornio is at present -8 degrees C, with approx 7 cm thick ice in the port **Photo : Andre Ligthart - Ch. Engineer Tiberborg ©**

Verkiezing Havenman van het jaar 2013 Den Helder



Op de gezamenlijke bijeenkomst van de **Haven- en Scheepvaartvereniging (HSV) Den Helder** en **NV Port of Den Helder** is **Wil Wienstroer** is benoemd tot **Havenman van het jaar 2013**. Wil is werkzaam bij **NV Port of Den Helder** en heeft aan de wieg gestaan van het **Offshore Logistic Centre** in Den Helder en de verzelfstandiging van het gemeentelijk havenbedrijf. **Foto: Paul Schaap ©**



Vroon's **SEBRING EXPRESS** inbound at the Westerschelde – **Photo : Henk de Winde ©**

'No Suitable Law to Deal with Captured Pirates'

The Indian Navy is in a dilemma on what to do with pirates captured in the sea, as countries along Gulf of Aden have refused to take in the sea brigands as their courts and prisons are overflowing. Speaking to reporters after delivering the Navy Day message, which is celebrated on December 4, Commodore Amar K Mahadevan, Naval officer in charge Tamilnadu and Puducherry, said that 160 pirates were languishing in Indian prisons, as countries like Seychelles or Kenya or other countries along the Gulf of Aden refused to take them in.

"We don't know what to do with the pirates after arresting them in the Gulf of Aden," says the officer. He added that many other security agencies disarmed the pirates and incapacitate them and provided them with fuel and water so that they can get to the nearest port.

Till now piracy has been dealt with under the provisions of Indian Penal Code (IPC) and the century-old Admiralty Law, which proved incompatible to the growing scope of this threat. To handle pirates effectively under Indian laws, a maritime bill is on the anvil to help maritime agencies, granting more powers to the Navy and the Coast Guard to deal with the sea brigands. Mahadevan also recounted an incident in which the Indian Navy came to the rescue of a Chinese ship, which even won accolades from the Chinese government.

Mahadevan said that a total of 2600 ships (including 300 Indian vessels) had been escorted by Indian Navy ships through the Internationally Recommended Transit Corridor (IRTC), since 2008, when Indian Navy commenced anti piracy patrols in the Gulf of Aden. He also said that there was a proposal to have armed guards in merchant ships, while sailing along the Gulf of Aden. The Ministry of Shipping has estimated that Indian imports and exports through the Gulf of Aden is about \$50 billion and \$60 billion respectively and the safety of maritime trade through this route is of primary concern, as it directly impacts the Indian economy. Commodore Mahadevan said that two Japanese Navy ships would be visiting Chennai by the end of this month for an interaction with Indian Navy. **Source :** newindianexpress



The Tanker **ORMALIA** clearing the Hoek van Holland breakwaters last Thursday during the gale bound for Hull

Photo : Piet van den Berg ©



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The **E-Ship- 1** moored in Emden – Photo : Capt. Dirk de Boer – Master Terschelling ©

UK tourist dies on cruise ship

A United Kingdom tourist died aboard the **M/V THOMSON DREAM** cruise ship while it was en route to Tortola, authorities said Tuesday. David James Hughes, 59, was pronounced dead by the ship's doctor at 9:18 a.m. Saturday after being treated overnight. The 1,500-passenger ship arrived in Road Town on Monday morning. The cause of death is still

unknown at this time, according to Police Information Officer Diane Drayton.

"He complained of difficulty breathing," she said, adding that Mr. Hughes was accompanied by his wife. "Since the BVI was the next port of call, the ship notified the authorities upon arrival." Ms. Drayton said the case is being treated as a sudden death. Source : [bvibeacon](#)

Industrieel icoon Hotlo niet naar Twente



In ons voortgangsbericht van 31 oktober 2013 hebben we aangekondigd dat er door de Nederlandse regering een laatste poging zou worden gedaan de **Hotlo** voor de ondergang te behoeden.

In verband met de besprekingen van de Nederlandse ambassade hadden wij al contact gelegd met het recyclingbedrijf **GSS**; dit bedrijf verwees ons echter direct door naar **Noble**.

Photo: **Wil Oonk** ©

Van **Noble** ontvingen we deze week het bericht dat de sloop was begonnen. **Noble** heeft niet kunnen en/of willen wachten op de onderhandelingen van de Nederlandse ambassade met de Braziliaanse douane. De projectleider van Noble schreef: I deliver this report of the destruction of the engine to you with great sadness and sympathy for the **Hotlo Group**.

Een bruto en voor ons onverwacht einde van de laatste **Hotlo-motor**. Na de euforie van een jaar geleden is de teleurstelling erg groot. Vooral omdat de motor

verloren is, maar zeker ook omdat het vele werk en enthousiasme van velen niet tot het gewenste resultaat heeft geleid. Twente zal een machtig object als één van haar iconen moeten missen. Voor de stichting betekent dit dat zij zich zorgvuldig moet beraden op haar doelstellingen en haar toekomst. www.sos-hotlo.nl



'City on a ship' plan refloated

Back in the 1990s, a team of visionaries started planning a floating city of 50,000 to 100,000 people, with shops, restaurants, and other amenities, that would travel the globe and let people spend their entire lives at sea.



Named **Freedom Ship International**, the project was the brainchild of a Florida engineer named Norman Nixon. "As soon as we get this joker built we're going to retire and live on it for two years," he bragged in 2002.

That never happened. The ambitious project struggled to attract venture capital and was abandoned after the financial crisis. Nixon himself passed away last year. Things could be about to change for Freedom Ship International, however. Roger Gooch, part of the original team that worked with Nixon, recently

sensed a change in the economic climate and decided to try to revive the idea. Gooch, 60, is a marketing man by training (he also formerly owned an insurance company and worked in the travel industry), so he thought he'd do what he did best and get the idea some press. After a few interviews, the idea was back in the spotlight again.

"It's gone viral on the Internet," Gooch told Business Insider with a laugh. "In the last three or four days we've been inundated with emails and responses and stuff, most of them have — quite truthfully — been very favourable."

The press is important, Gooch explains, as the company needs to get past the biggest hurdle — the truly astronomical price tag of the Freedom Ship. Gooch estimates that the project would have a budget of \$US9-10 billion (\$9.93-11.0 billion), but he says it would provide a good return on investment.

Thanks to the new-found attention, Gooch says, a number of private investors have contacted him about the idea, though no venture capital firms have reached out so far. He says his team is now interested in partnering with "notable or established private maritime entities" and has also floated the idea of what he called a "constructive equity capitalisation" — wherein the vendors he would use to construct the **Freedom Ship** would be given equity in the finished product for discounts of services and goods.

The plans for the **Freedom Ship** are certainly audacious. The 1.6km-long and 25-storey-high ship would circle the planet every two years, spending roughly 70 per cent of its time moored outside major cities and ports (it will be too big to enter most ports, so residents can fly to and from the shore from the Freedom Ship's onboard airport).

On board, the floating ship would have its own economy, with tens of thousands of people working in shops, bars, and other businesses, and everyone on board paying a maintenance fee to support infrastructure such as security services and fire fighters.

Gooch is adamant, however, that the project is feasible, and points out that technically the idea of a city on a boat is a misnomer — the **Freedom Ship** is actually a “super platform”.

“There are super platforms now in the world, they're just not mobile platforms or floating cities,” Gooch explains. “There's a large platform Japan uses as an airport.



Super platforms are not the question, the question is whether an autonomous city circumnavigating the world can be economically viable, and we truly believe it can.”

(Exactly who “we” is at this point remains unclear: Gooch admits that much of the team that was working on Freedom Ship International 10-15 years ago is no longer involved, and that he needs a project manager and marine architects, but he does say he is one of five currently working on the project.)

Even before its comeback, however, the **Freedom Ship project** had endured a good amount of criticism, and it seems unlikely that the critics will be satisfied by Gooch's claims.

Back in 2001 Patri Friedman, an American activist and political economy theorist, collected criticism of the Freedom Ship project. Friedman is a supporter of life on the sea (he co-founded the **Seasteading Institute**, dedicated to studying and promoting floating cities, with Peter Thiel in 2008), but he was forced to conclude that “the project is unrealistic”.

“I am still quite pessimistic,” Friedman said when contacted via email.

For example, he pointed to the struggles of residential cruise ship **The World**, operated by **Residensea**, which has struggled financially, despite being 30 times smaller than **Freedom Ship**.

Friedman likens the idea to a startup tech company. “Here in Silicon Valley, you can raise a million dollars with little more than a good resume and a cool idea that could become the next Google or Facebook,” he writes. “But even Facebook didn't raise a billion dollars until January of 2011, when the company had 600 million users and was worth \$US50 billion.

“Rather than trying to build a huge product and then sell it, startups now focus on creating the 'Minimum Viable Product'. This is the smallest thing they can build and get users or, even better, customers to start getting market traction, feedback, and of course revenue.

“The results of that MVP test determine whether venture capitalists will fund their next stage of development. When your Minimum Viable Product is a mile-long city at sea that costs \$US11 billion, it's time to go back to the drawing board.”

Even if Freedom Ship can raise the money, there are a lot of complications. For example, CNBC's Roger Gooch points out that the floating city might be considered a tax haven. While Gooch himself acknowledges that some passengers might be able to work out some tax benefits, that isn't the intention of the boat, and he expects most will have to pay taxes in their country of citizenship. The question of legality onboard is a little murky too, though the Freedom Ship will likely have to operate under the laws of the country whose flag it flies.

Still, Gooch remains hopeful. "The question is if there's enough interest globally," he says. "On the first ship we really only need about 50,000 interested people out of 3 billion, and we've run the numbers and believe there might be a need for 2 or 3 ships down the road. Is the timing now, in this decade? That we're not sure of, and that's why we are exploring it as we are right now to see if there is the demand and the interest."

And does Gooch want to live on the [Freedom Ship](#) himself? "Absolutely," he replies immediately. "I've been sold on the concept. The first time I heard about it, I thought, if you guys can build this I would live on it. "I would like it to happen in my lifetime," he says before laughing. "It better hurry up." **Source : [canberratimes](#)**

G6 Alliance expands to meet P3 challenge as regulators plan DC meet

THE smaller [G6 Alliance](#) unveiled plans to expand into the transatlantic and transpacific services to meet the proposed mega P3 Network with a competitive offering of their own.

The smaller G6 Alliance, with 17 per cent of the tonnage afloat, made up of Hapag-Lloyd, NYK, OOCL, Hyundai Merchant Marine, APL and MOL, plans to deploy 240 ships covering 66 ports in Asia, America and Europe to compete with the P3 alliance that unites Maersk, MSC and CMA CGM, the world's three biggest carriers with 37 per cent of the tonnage afloat. G6 hopes to complete its expanded services by April, pending regulatory approval, to coincide with the launch of the P3 Network on the Asia-Europe, transatlantic and transpacific routes.

In response, regulators from the European Union and China have accepted invitations to confer with the US Federal Maritime Commission (FMC) on December 17 in Washington to discuss cooperative agreements between container lines. "The summit will discuss global regulatory issues including carrier alliances, vessel-sharing agreements, and the impact of operational agreements on international trade," said the FMC statement.

Already cooperating on Asia-Europe and Asia-US east coast routes, G6 lines will deploy 76 ships on 12 services linking 27 ports in Asia and the US west coast. Five transatlantic services will be operated by 42 ships, calling at 25 ports in the US, Canada, Panama, Mexico, the Netherlands, the UK, France, Belgium and Germany. "The proposed expansion will complement our existing services in the Asia-North America east coast and Asia-Europe trades, allowing us to deploy the most suitable ships for each loop across the trades," said a G6 statement.

"With greater service flexibility and operational synergies, the G6 alliance will have an even more resilient and robust network - giving shippers a wider coverage area and shorter transit times without reducing the total capacity."

Each G6 carrier will be able to offer almost twice as many sailings on the Asia-North America trade as what it currently operates separately, the alliance said. The US Federal Maritime Commission has set December 17 when European and Chinese regulators will conferred with American authorities on the global nature of alliances, as they are no longer confined to specific trades or regions. Under the American 45-day filing rule, the P3 alliance could be cleared to operate in the US trades by the FMC on Friday, unless the clock is stopped to allow further questions. The three competition authorities will discuss regulatory issues relating to carrier alliances, vessel-sharing agreements and the impact of operational agreements on international trade when they meet in the US capital. **Source : [schednet](#)**

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Ramsgate RNLI crews rescue a Dutch cabin cruiser in trouble near Thanet Offshore Windfarm



A Dutch crew were rescued from their sinking cabin cruiser by **Ramsgate RNLI** off **Thanet Offshore Windfarm**.

Both Ramsgate lifeboats were involved in the rescue when the 30ft boat lost engine power and began taking on water. There were two people on board. Windfarm service vessels stood by as the faster inshore lifeboat, carrying a salvage pump, arrived.

An RNLI crew member, with the pump, was immediately transferred onto the

stricken cruiser, which had spent two days sailing from the Netherlands. With much of the water pumped from the casualty, a further two RNLI crew members from the all weather lifeboat were transferred on board to assess the vessel's condition of the vessel and make fast a tow line. The all weather lifeboat then began towing the cruiser back to Ramsgate, accompanied by the inshore lifeboat in case it became necessary to abandon ship. Once under way, the RNLI crew members aboard the casualty checked to make sure she was not taking in too much water and stayed on board in case the salvage pump was needed again. Once they were satisfied all was well, the inshore lifeboat was released from service. During the tow back, RNLI crew members managed to restart the ailing boat's engine.



As the boats approached the harbour, the casualty was released from its tow and able to make its way to a berth and the awaiting coastguard. The lifeboat initially stood by and then recovered the three RNLI crew members and returned to the lifeboat station. The rescue took place at lunchtime last Wednesday. Source : Kent Online

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Australian navy ship arrives in Cebu for relief operations

AUSTRALIA'S amphibious navy ship **HMAS TOBRUK** arrived at the Cebu International Port last Dec. 2 to help in the relief efforts for Yolanda survivors. The ship brought 110 tons of relief goods supplied by the United Nations World Food Programme. The goods are intended for the typhoon victims in Bantayan Island, Malapascua, and Kinatarkan Islands in northern Cebu and in Ormoc City, Leyte.

Operations officer Lt. Cdr. Tor Sorensen said the relief items are composed of high energy biscuits, tents, portable stoves, water purifiers and bottled water. Sorensen said the ship first docked in Ormoc last Nov. 22 to unload 102 soldiers who helped in the cleanup operations. The ship left the CIP port in the morning of Dec. 3 and headed to the affected islands in northern Cebu before going back to the northwest coast of Leyte and Ormoc. Cebu Daily News / newsinfo.inquirer

Govt to auction decommissioned aircraft carrier INS Vikrant



Indian Defence Ministry has initiated the process to auction the decommissioned aircraft carrier **INS VIKRANT** after the Maharashtra government expressed inability to maintain the ship, Vice Admiral Shekhar Sinha, chief of Western Naval command, said. "I am personally very sad as the ship will be scrapped...", Sinha said, adding he was probably the last person who steered it. "The Ministry of Defence has decided to auction **INS VIKRANT** as the Maharashtra government has informed us they will not be able to maintain the ship," he said. Source : FirstPost

SHIPYARD NEWS

A new name and two newbuild orders for Epic Gas

Epic Gas has ordered two 11,000cu m fully-pressurised gas carriers at [Kyokuyo Shipyard](#) in Japan. The order comes in the same week as the company, known as [Epic Pantheon International Gas Shipping](#) after the January merger of [Epic Shipping](#) and [Pantheon Inc.](#), rebranded as Epic Gas. The Japanese duo mark a move into the largest fully-pressurised LPG market for the Singaporean company and will be delivered in 2016.

[Epic Gas](#) has ordered eight vessels in 2013 including two at [Kitanihon Shipbuilding](#) and two at [Sasaki shipyard](#) and has taken delivery of three bareboat ships, bringing its total fleet to 31 vessels including newbuilds. Lars Vang Christensen, ceo, commented, "We are glad to have contracted these vessels with a well-established shipyard that is associated with high quality workmanship. The schedule of delivery of these ships complements our fleet expansion strategy and our commitment to being market leaders in our sector." **Source : Seatrade Global**



The [PTSC LAMSON](#) under conversion at the Keppel Shipyard in Singapore – **Photo : Capt. Jelle de Vries ©**

Click at the photo to view the **High Res version** !

South Korea and Greece agree to deepen economic cooperation in shipbuilding

South Korean President Park Geun-hye and Greek President Karolos Papoulias agreed to deepen economic cooperation between the two countries, especially in the shipbuilding and infrastructure sectors, Seoul's presidential office said. Greece is the No. 1 buyer of South Korean-built ships, with the orders from the European nation accounting for about a quarter of the total in the last four years. Ship exports represented 81 percent, or US\$1.5 billion, of South Korea's total exports to Greece last year. Papoulias arrived here on Monday for a four-day trip. He is the first Greek president ever to visit South Korea, the country that Greece helped defend against North Korea in the 1950-53 war. Greece dispatched 10,581 troops during the conflict, and 186 of them were killed and 610 others wounded.

"The people of South Korea will never forget that Greece is a blood ally that fought alongside us until the war ended," Park said at the start of the talks. "Greece is also a precious nation that placed the first order in the world when South Korea began its shipbuilding business." During the talks, Park noted that Greece remains the biggest buyer of Korean

ships and asked for Papoulias' support in further deepening mutually beneficial cooperation in shipbuilding and shipping between the two countries, the office said. Papoulias said he hopes for South Korea's support for Greece in overcoming the economic crisis. In particular, the Greek leader said he wants to see South Korean firms make active investments in the country, especially in the shipbuilding area, the office said. Park also asked Papoulias to help address visa, tax and other difficulties Korean firms face in doing business in Greece. She also asked for support for Korean companies trying to participate in infrastructure projects, such as the construction of roads, air and sea ports and railroads, the office said. Papoulias responded that South Korea's participation in infrastructure construction in his country is very important, promising to take care of difficulties faced by Korean firms operating there, the office added reports Hellenic Shipping News. **Source : Balkans**



04-12-2013: The **LNG BONNY** approaching the repair jetty at Navantia shipyard in Cadiz in Spain

Photo : Capt Wim van der Kort – Master FAIRMOUNT SUMMIT ©

Hindustan Shipyard delivers two tugs to Navy

Hindustan Shipyard Ltd flagged off two 50-tonne bollard pull tugs — **MT DHIRAJ** and **MT SAHAS** — here on Wednesday evening. The two tugs are on their way to the naval base at Karwar, which will be their home port. The tugs can achieve a maximum speed of 13.5 knots against a design speed of 12 knots, a statement said. They have achieved a bollard pull of almost 10 per cent in excess of specifications. The tugs will have an important role to play in the handling of aircraft carrier **INS VIKRAMADITYA**, which is expected to arrive at Karwar in January 2014.

The tugs were flagged off by Cmde (retd) K.S. Subramanian, Director (ship-building) of HSL, according to a press release. They were seen off at the jetty by a large contingent of HSL officers, workers and contractors. **Source : The Hindu Business Line**

Grandweld Shipyards delivers third of six Hybrid Seismic Support Vessels

Grandweld Shipyards has completed the delivery of **BOURBON GANNET**, the third Hybrid Seismic Support Vessel in a series of six for Bourbon Offshore. The vessel was handed over in a delivery ceremony held on Saturday November 23, 2013 at Grandweld facilities at Dubai Maritime City, the company said in its press release.

The 54metre length, 50 Tons bollard pull vessel will be operated by CGG to assist in seismic operations such as chasing, towing, storage and transport of offshore supplies and crew. **BOURBON PETREL** and **BOURBON FULMAR**, sister vessels of **BOURBON GANNET** and previously delivered by **Grandweld** as part of the same newbuild contract with Bourbon, are fully operational and already in service and are operating in Europe.

BOURBON GANNET is equipped with a highly flexible hybrid propulsion system that allows operation under efficient propulsion configuration including diesel-mechanical, diesel-electric and hybrid mode resulting in significant fuel savings and reduction in CO2 and sulphur emissions. **BOURBON GANNET** is fitted with two electric bow thrusters and two flap-type rudders to ensure highly responsive maneuverability. It also comes with a distance line winch, dip winch, moonpool, fuel hose storage reel, Yokohama fenders and workboat davit.

Jamal Abki, Grandweld General Manager, Jamal Abki, Grandweld General Manager, said: "The highly innovative features of these vessels will set high market standards for efficiency and operational excellence. The delivery of these vessels marks yet another fruitful collaboration between [Grandweld](#) and [Bourbon](#)." Source : [PortNews](#)



The [WORLD DIAMOND](#) at the slip at [Damen Shiprepair](#) in Harlingen – Photo : [Geert Woord](#) ©

Keppel Corporation appoints CEO-Designate Loh Chin Hua to its Board

The Board of Directors of [Keppel Corporation Limited \(Keppel Corporation\)](#) announces that CEO-designate, Mr [Loh Chin Hua](#), will be appointed as an executive director to the Board with effect from 1 January 2014, when the current CEO, Mr Choo Chiau Beng retires, the company said in its press release.

With effect from the same date, Mr Loh will also succeed Mr Choo as Chairman on the Boards of the Group's key listed and non-listed subsidiaries, namely Keppel Land Limited, Keppel Offshore & Marine Ltd and Keppel Infrastructure Holdings Pte Ltd.

Dr Lee Boon Yang, Chairman of the Keppel Corporation said, "On behalf of the Board of Keppel Corporation, I would like to extend our deep gratitude and appreciation to Chiau Beng for his invaluable contribution and unwavering

service. In his 42-year career with the Keppel Group, Chiau Beng has served as a director on the Board of Keppel Corporation for 30 years.

"Indeed, Chiau Beng has played an important role in laying firm foundations upon which the Group can continue to grow and create value sustainably for its stakeholders. The directors and I are pleased to welcome his successor Chin Hua to Keppel Corporation's Board as we work together with the Management to steer the Group forward."

Mr Loh Chin Hua, CEO-Designate of Keppel Corporation said, "I would like to thank Chiau Beng for his guidance, as well as the Boards of the respective Keppel companies for their confidence and support. With Chiau Beng remaining as a Senior Advisor to Keppel Corporation's Board, the management team and I will continue to benefit from his rich experience and strong global relationships."

Mr Loh, 52, has been with the Keppel Group for 11 years and possesses over 25 years of experience in real estate investing and fund management spanning the US, Europe and Asia. He was appointed as Keppel Corporation's CFO in January 2012 and then CEO-Designate in July 2013, and has been supporting the CEO in strategic business planning, major investment initiatives and decisions, financing strategy as well as investor relations.

Prior to this, Mr Loh was MD of Keppel Land's real estate fund management arm, Alpha Investment Partners (Alpha), which he had founded in 2003. Under his leadership, Alpha has grown its assets under management to about S\$10.5 billion today. Prior to Alpha, Mr Loh was MD at Prudential Investment Management Inc, and held several senior appointments in the Government of Singapore Investment Corporation.

Mr Loh is currently the Chairman of Alpha Investment Partners Limited (Alpha), Keppel Land's real estate fund management arm. He also holds directorships in several Keppel companies including Keppel Offshore & Marine Ltd, Keppel Land Limited, Keppel REIT Management Limited, Keppel Infrastructure Holdings Pte Ltd and Keppel Telecommunications & Transportation Ltd, as well as various fund companies and subsidiaries **Source : Portnews**

ROUTE, PORTS & SERVICES



FPS launches first-ever Rotterdam-Fiji direct LCL service

The first ever direct ocean LCL service has been launched between northern Europe and Fiji, by two members of the **Famous Pacific Shipping (FPS) Group** global forwarding and NVOCC system. The new service, operating on weekly CMA CGM sailings from Rotterdam to Suva, will slash transit times from 55-60 days to just 36, while eliminating problems commonly experienced with LCL transshipments. The service is fully monitored, and customers can track their shipments online through the FPS tracking portal.

Says Pravin Dutt, **Famous Pacific Shipping's** Director – Fiji Islands: "Many LCL shipments trot the globe prior to arriving in Fiji. This new service provides a direct alternative that is faster and safer.

"We are using the FPS Rotterdam station to consolidate the LCL cargoes, and they are then loaded onto the CMA-CGM service operating direct into Suva. At 36 days, the transit time is the shortest ever offered; routing cargoes via ports such as Singapore can take up to 60 days." He continues: "This is an enhanced service for those many consignees in

Fiji who have been struggling to locate freight sent by suppliers using a forwarder at origin with no track and trace facility. Department store chains here have also faced pillages of cargoes during transshipment, and this problem is now eliminated." FPS expects the service to appeal to shippers of high-value goods such as perfumes, cosmetics, liquor, and hotel supplies – as well as those moving machinery spares and general cargoes. For added speed and security at arrival, the FPS container freight station is monitored by CCTV, and all documents are processed and submitted to Customs electronically. FPS also has on-site Fiji Customs and bio security officers.

Tianjin docks its biggest ever boxship, the 15,500-TEU Eugen Maersk

THE Port of Tianjin recently handled the largest containership that has ever called at the port, the 15,550-TEU **EUGEN MAERSK**, Xinhua reports. At 170,794 gross tonnes, it is 397.7 metres long and 56.4 metres wide with a draft of 16 metres. The ship came from Dalian carrying 150,000 tonnes of freight, and called at Tianjin Port Alliance International Container Terminal's N4 berth. It stayed at Tianjin for 24 hours, loaded and unloaded 5,500 containers and departed for Qingdao. In order to secure smooth operation and high efficiency, Tianjin sent a special task force of highly skilled workers to handle the mega ship, and had a number of quay cranes to handle cargo at the same time. **Source :** Schednet

THE ANTILLEAN NAVIGATOR



Frequently the **Maritime News clippings** readers can see ships' pictures taken by **Cees Bustraan**, when these ships visit the main port of Willemstad (Curaçao 12° N 69° W).

Curaçao is an island and an autonomous state within the Kingdom of the Netherlands with nearly 150,000 inhabitants and 80,000 automobiles, which means that the standard of living is one of the highest in the Caribbean. The local periodical **THE ANTILLEAN NAVIGATOR** gives much information about the importance of Curaçao as a regional hub for aviation and shipping alike. Interested readers can find the issues over the last five years on the website www.seawingsnv.com

The **Antillean Navigator** is published in the Dutch and English language and contains much useful information. Curaçao is specialized to give optimal service to international third parties and is a mayor tourist destination. Local business requires personnel to speak at least four languages. We mention some highly important services to shipping:

AIR FREIGHT AND SPARES.

The airport has the largest civil runway in the Caribbean with 11,400 feet in length, easily accommodating huge Antonov freighters and USAF Lockheed C5 Galaxies, which means that flying in urgent spares for ships is a normal operation. Huge drilling ships are regular visitors for stores and crew changes.

BUNKERING

The local fuel supplier **CUROIL**, obtains all fuel needed from the local ISLA oil refinery and can deliver fuel at the Mega pier (which is in the Caribbean sea) and at the many harbor fuel

connections.

CREW CHANGES

The local airport at a 20 minutes drive from the harbor, handles almost 2 million passengers annually and with the international daily connections to Amsterdam, the US and South American cities, Curaçao is a favored destination for crew changes. In particular because Immigration and Custom Authorities are highly experienced and efficient.

CONTAINER TERMINAL

In the harbor is a container terminal with two standard container cranes and one mobile container crane as well the necessary yard equipment like straddle carriers.

DOCK YARD

The CDM is a major ships repair facility with one of the largest dry docks of the Caribbean. The "Antilia" graving dock measures 918 feet long, 157 feet wide and a water depth at the entrance of 27 feet and suitable for ships of 150,000 ton DWT. In the past ships of 400,000 tons DWT have been repaired.

MEDICAL FACILITIES

Curaçao has three hospitals, of which the major St. Elizabeth hospital is located opposite the Mega pier and can permanently attend and if necessary hospitalize cruise passengers and seafarers with health problems.

CURAÇAO SOLVES GARBAGE AND SLOPS PROBLEMS.

Many ships find it hard to observe the SOLAS REGULATIONS for lack of slops and garbage reception facilities in ports. Ships passing Curaçao can easily comply with the international rules regarding disposition of waste oil and other harmful waste, like paint tins and other discarded material that is not allowed to be thrown overboard. In Curaçao there is an internationally certified operator, named [SeaHarbor Services Curaçao Inc](#), e-mail: info@seaharbortransport.com, which company is specialized in serving passing ships at sea. The company makes daily deliveries at sea to passing ships with spares, lubrication oil and ship stores as ordered. The company can receive from ships all waste, including slop tanks contents, used grease and lubricating oil and toxic wastes. The company has agreements with the local ISLA refinery and the Government owned waste disposal company SELIKOR. The company gives official documents and official stamps in the corresponding logbooks of the ships concerning the nature of the waste received. A ship does not have to call the harbor with all relevant costs and loss of time. Simply slow down for an efficient transfer operation for the goods and liquids concerned. The seas at the south shore are generally quiet and with a general wind force of 3 to 4 Beaufort.

SEARCH AND RESCUE

Curaçao has the best Caribbean SAR organization outside the USA. The official Coast Guard for the Dutch Caribbean has surveillance aircraft and SAR helicopters, cutters, fast RHIBS and is assisted by the local volunteer Sea Rescue organization CITRO. The Coast Guard makes also use of Royal Netherlands Navy ships. This is possible since the Coast Guard commanding officer is also the commanding officer of the Dutch forces in the Caribbean.

SUB SEA CABLE CENTER

Curaçao is a sub sea cable centre with a store facility for sub sea cable spares and a permanent sub sea cable repair ship on station.

RESUME

Curaçao with its excellent climate and a 100% full service available to shipping, aviation, communications and banking is a convenient island at the cross roads in the Caribbean.



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London Gateway welcomes Safmarine's maiden call on NE/SA service

DP WORLD's London Gateway terminal welcomed the 5,057-TEU [SAFMARINE NOKWANDA](#), one of eight similar-sized vessels deployed on the weekly service from North Europe to South Africa carrying fruit and wine. Safmarine, a founding member of the [South Africa Europe Container Service \(SAECS\)](#), which includes [Maersk](#) and [MOL](#) and [Deutsche Africa-Linien \(DAL\)](#), will upgrade its current panamax vessels of 6,500-7,000 TEUs in the first quarter of 2014. Tilbury-based shipping port agents [MK Shipping](#) for Safmarine and Maersk said the cargo operation at the

new deepsea container terminal went without a problem before the vessel departed for Bremerhaven. MK's business development manager Alistair Flint hopes that the calling of these big name carriers will lead to an increase in



The **SAFMARINE NOKWANDA** – Photo : Marijn van Hoorn ©

business, and its associated niche port services company TLS would grow as more scheduled services and ad-hoc vessels will visit the UK's newest port. Source : Schednet

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The **KOTA HAKIM** anchored and rolling on the swell of Cape Town –
Photo : Capt Neil Johnston – Master Terasea Hawk ©

Ecospeed/Ecoshield Special Offers

To celebrate the launch of **Ecoshield**, the ultimate cavitation damage protection coating for rudders and other underwater ship gear, Subsea Industries is announcing three special offers.

1.The first is for any shipowner who has ever applied **Ecospeed** or **Ecoshield** to a rudder, stabilizer fin or other part of the ship but not to the entire hull. For a limited time Subsea Industries will reduce the cost of coating the full hull of your vessel by half the cost of the rudder application. It will help you make the most of your investment in the Ecospeed/Ecoshield application you have already purchased.

This is how it works. If you paid €20,000 to have **Ecospeed** or **Ecoshield** applied to a rudder of a ship a year or two ago and now decide to go ahead and have the entire hull coated with **Ecospeed**, they will subtract €10,000 from the full cost of the Ecospeed application. If you paid €10,000 to have the nozzles or thruster tunnels or some other part of the underwater ship coated with **Ecospeed/Ecoshield** and now decide to coat the entire hull, they will deduct €5,000 from the total cost of the Ecospeed application.

Now is the time to get the ship's full hull coated with **Ecospeed** at a discounted price.

1.The second offer is for anyone doing a new **Ecoshield** application. It may not be the right time for a full **Ecospeed** hull application on your ship. But you do have the time and budget to apply **Ecoshield** to your rudder, thruster tunnel or other underwater gear. It's a very smart move since **Ecoshield** will put an end to cavitation damage and provide seriously tough protection for those high wear parts of your underwater ship.

To make it more economically attractive to coat these special parts of your underwater hull with **Ecoshield** now, Subsea Industries will subtract half the cost of your **Ecoshield** application from the cost of the full hull application when you do apply **Ecospeed** to the entire hull. Even if you will not coat the rest of the hull with Ecospeed until a future date. All you have to do is place your order for an Ecoshield application to your rudder(s) or other underwater gear soon and you will automatically qualify for this offer when you decide to apply **Ecospeed** to the entire underwater hull. It's like getting your rudder or other underwater gear proofed against cavitation damage and corrosion for half the cost.

3.The final part of these special **Ecospeed/Ecoshield** offers is to anyone doing a whole hull application. Subsea Industries will do an Ecoshield application on the rudder for half the usual price. Contact one of the **Ecospeed** offices NOW to discuss your options and avail yourself of these remarkable special offers.

EU Office Phone: + 32 3 213 5318 - info@ecospeed.be or US Office : Phone: + 1 727 443 3900 - info@ecospeed.us




The Training ship **S.A. AGULHAS** off Green Point (South Africa) –

Photo : Capt Neil Johnston – Master Terasea Hawk ©

Royal Boskalis Westminster N.V. supports Forum of Dredging Companies organized by Media-Group PortNews

Royal Boskalis Westminster N.V., one of the world's largest dredging companies, will be a sponsor of the Forum of Dredging Companies organized by **Media-Group PortNews**. The Forum supported by RF Transport Ministry will be held in Moscow in February 2013. The event Partner is **FSUE Rosmorport**. **Source : Portnews**



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Moore Stephens welcomes neutral budget for UK shipping

International accountant and shipping adviser **Moore Stephens** say the UK government's Autumn 2013 Statement, issued on 5 December, is good news for the shipping industry in that it ensures the continuation of a stable tax regime.

Moore Stephens tax partner Sue Bill says, "Overall, the Autumn Statement is fairly neutral for shipping, although some of the measures announced may be of interest to shipping groups. For example, capital gains tax will be payable on future gains made by non-residents disposing of UK residential property from April 2013. A consultation document will be published in early 2014. This is likely to affect international groups with non-resident companies owning UK residential property, although details are yet to be announced.

"The government has also confirmed that it will continue to tackle tax avoidance on the part of large businesses exploiting international tax rules in order to avoid paying tax. It will take forward the OECD's Base Erosion and Profit Shifting (BEPS) action plan, which includes prevention of, among other things, double-tax treaty abuse. Also, from April 2014, additional rules will be introduced to prevent the artificial use of dual contracts by non-domiciled individuals. "Finally, the government will consult on capping the amount of deductibles for intra-group leasing payments for large offshore oil and gas assets under bareboat charters." **Source: Moore Stephens**

Navis commissions first Chinese language DP simulator at Dalian Maritime University

Finnish-headquartered **Navis** has installed and commissioned the first dynamic positioning (DP) simulator with Chinese language interface, at the renowned **Dalian Maritime University**, one of the world's largest training facilities for seafarers.

"The successful implementation marks a major step forward in China for maritime training programmes for future DP operators and watch-keeping officers alike, and the training course for the DP system will be made available to all students studying the purpose and functions of this kind of Vessel Motion Control system," says Sergey Paramashkin, **Navis** training officer, chief mate, DP-O.

"Installation and commissioning was a challenging task and involved input from a number of professional mariners."

Dalian Maritime University was founded in 1909 and it is the only key maritime institution under China's Ministry of Transport. It has an unrivalled reputation internationally as a centre for maritime education and training and, among others, is recognised by the International Maritime Organization.

Facilities include maritime training and research units including a survival training centre, harbour basin, library, swimming pool and planetarium. The university has a training dock and over 40 laboratories for teaching, training and research that also include a full mission ship-handling simulator and an engine room simulator. The university also owns and operates two ocean-going training vessels. To date more than 60,000 people have been educated and trained at the university, of whom, most have formed the backbone of China's shipping industry.

.... PHOTO OF THE DAY



The **KASTEELBORG** outbound from Rotterdam during a winterly Sunrise passing Hoek van Holland

Photo : Mark de Bruin ©

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