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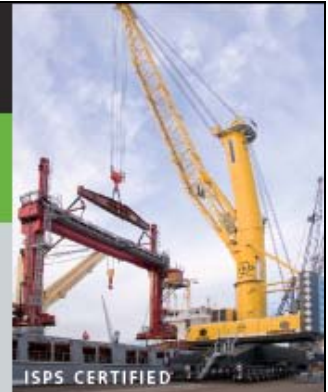
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The VOS THEIA and VOS THALASSA moored in Malta – Photo : Gaetano Spiteri (c)

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In Rotterdam Caland canal Dockwise **TALISMAN** loaded 2 pontons loaded with several materials

Photo : Jan Oosterboer (c)

Protecting black gold from modern Blackbeards

The global shipping industry has declared a victory of sorts over Somali pirates. Upgrades—from crew safe rooms to armed guards—as well as improved international military coordination and maritime standards, have taken their toll on

those gangs. The number of incidents peaked in 2011, when 40 attacks were recorded in November alone. By 2012, that figure had dropped to 15 successful attacks off the East African coast in 2012, according to U.N. data.

But the victory has come at a high cost. In fact, one analysis from Quartz suggested the shipping companies would be better off simply handing over suitcases full of cash: Annual revenue for the Somali pirates has been estimated at \$120 million, versus a price tag for security and upgrades estimated at between \$1 billion and \$3 billion. As a result, some piracy experts worry about complacency setting in given the recent gains, especially for an industry constantly under margin pressure looking to cut costs.

There is more to protect than ever before. It's no coincidence that a new crew of pirates has beefed up its operations in the Gulf of Guinea on Africa's Western coast at the same time that Somali piracy has weakened. The gulf's pirates are operating in waters off of many of Africa's oil and gas-rich nations, including Nigeria, Ghana, the Ivory Coast, Cameroon, Gabon and Angola.

Africa's proven oil reserves have grown by nearly 120 percent in the past three decades, from 57 billion barrels in 1980 to 124 billion barrels in 2012, according to the U.S. Energy Information Administration. The EIA estimates that there are at least another 100 billion barrels in offshore deposits.

To protect one of the world's scarcest and most valuable natural resources will require an anti-piracy effort in the Gulf of Guinea to match that to combat Somali pirates in the Gulf of Aden. It also must take into account the unique nature of the oil and gas offshore business, the lack of a comprehensive regional plan among Western African nations and the financial infrastructure of pirate finance onshore, experts said.

"We should think of piracy as going where the traffic is and not the other way around," said Jon Huggins, program director of Oceans Beyond Piracy at One Earth Future, a nonprofit specializing in global governance. "If traffic is increasing and waters are not well-policed way, it's always possible it will emerge," he said. "We are concerned that people look at these numbers and say the piracy threat is over. ... The Gulf of Guinea is the bigger one now. There is a black market for refined oil products and charges of collusion at hire levels." Best practices in the Somali anti-piracy maritime standards include spending less time close to shore. But oil ships have to loiter at anchor, which makes them vulnerable. And resupply vessels, often owned by international oil and gas companies, have to run out to the rigs. An American vessel was recently attacked by pirates.

The crew was freed last month, but piracy in the Gulf of Guinea off Nigeria has jumped by a third this year, according to Reuters. Companies are beginning to recognize the risk, and international maritime organizations are starting to come up with some best practices more suited to the situation. Those include protected anchorages, which keep a group of ships under the watch of a security protocol while loitering at shore.

Because those waters are under the control of various national governments for many miles out, shippers cannot have private armies on board without contracting through local governments, if they are even allowed to have arms at all. Yet no ship with private security on board operating in other heavily pirated waters has ever been taken, according to Huggins, making the challenge even greater in the Gulf of Guinea.

Urs Dur, a shipping analyst at Clarkson Capital Markets, doesn't think international oil and gas companies will cut corners when activity in the Gulf of Guinea is escalating. Shippers trying to "skimp" on anti-piracy measures would have a hard time telling that to an insurer—or self-insured oil and gas company—when they are carrying millions of barrels of oil.

"You think ExxonMobil would let you have lower protections on board? Going through that area you take protection—as simple as that," he said. He added that he would be surprised if the savings represented by anti-piracy expense cutting would ever be a deciding factor, because such costs are passed on to the consumer, the cargo owner.

The issues in the Gulf of Guinea are not about added cost, but of a more intractable variety: dealing with various sovereign governments. The irony of Somalia is that it was a failed state, allowing piracy to flourish, but at the same time, making it easier for an international coalition to take up arms and defend vessels, said Joe Cox, president and CEO of the Chamber of Shipping of America.

Cox said the U.S. government, which asked his organization to become involved in East Africa in the past has made no such request yet about the Western coast. "It's a different animal because it's not a failed state. What do you do when you are in waters where governments say you can't take military action?" Cox said. He added that a company is at a disadvantage when dealing with a government onshore that is supposed to provide protection, but may also be linked to corruption involved with the black market for petroleum. "How does a company even with the enormity of Exxon Mobil say to Nigeria, 'Look, would you please take some action to exercise your sovereignty in your waters?' Is that the role of the company or country?" Cox asked. "Pirates were opportunists five years ago," Dur said. "The best way to solve a problem is to destroy the root of it, and I presume that's the money."

Hidden treasure

That's a point on which the World Bank agrees. A recent report it produced with Interpol said that the gains made against the Somali pirates miss the most important measure: cutting off the financial structure built around their successful looting and ransom campaigns.

The military campaigns and best management practices aren't enough, said Stuart Yikona, a senior financial sector specialist at the World Bank.

As with any profit-motivated crime, he said, the root incentive needs to be removed. Piracy is a business, and though its structure may vary from legal forms of capitalism, there is "still somebody who says, 'I have a lot of money and want to invest' and foot soldiers saying, 'I am unemployed or only getting \$2.' Guess what a difference \$20,000 makes."

"The international community is good at crisis management, but longer-term planning is more difficult," Huggins said. Pirates have stock exchanges and shareholder meetings to discuss ransom strategy, and some of their cash goes into setting up restaurants to supply their networks with food. Pirate financiers are no different than legal financiers in seeking to maximize opportunities.

"It's low-hanging fruit to send in the military when money is flowing through wire transfers and cash across borders, and a pirate financier may have sponsors and protectors in the political establishment," Yikona said. "Go and attack their pockets. The financial community needs to rise up and mobilize to do what was done on sea on land. The financial side of this business is where you have the biggest loopholes."

The biggest problem is the West Coast of Africa, he said. "How do you deal with the Gulf of Guinea? That is where you should be looking," Yikona said. "The Horn of Africa was 2005 to last year."

"We're at a point where the boys [in the Gulf of Guinea] are starting to see they can do this with impunity, so why not keep it up?" Cox said. **Source : Eric Rosenbaum, CNBC.com**



The **TORM RHONE** outbound from the IJmuiden locks bound for Immingham – **Photo : Simon Wolf (c)**

MOL, WFS Sign Deal to Build, Charter Methanol Carrier

- World's First Dual-Fuel Engine Uses Methanol and Heavy Oil -

Mitsui O.S.K. Lines, Ltd. announced the signing of a contract with **Waterfront Shipping Company Limited** to build and charter up to three methanol carriers. The vessels will be equipped with the world's first flex-fuel engines running on methanol, fuel oil, marine oil, or gas oil.

The engines will be produced by **Mitsui Engineering & Shipbuilding Co., Ltd.** and the vessels will be built at **Minaminippon Shipbuilding Co., Ltd.** and engaged in methanol transport for WFS after delivery in 2016.

Methanol, drawing considerable attention, is an environmental friendly fuel which contains zero sulfur and enables zero Sox emission. In addition to the usage of Methanol as fuel, the vessels will be superior in environmental performance, being equipped with a ballast water treatment system ahead of regulations, and energy-saving devices installed in front and rear of the propellers improving fuel efficiency. **MOL** continually expands methanol transport services to meet the needs of a wide variety of customers, by leveraging our accumulated experience and know-how as one of

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2013 built tug **LEKETI** in Cape Town on December 9-10 2013 – Photo : Ian Shiffman ©

Adriatic Marine Orders Six 220' DP-2 OSVs,

Bringing its Total for Vessels Under Construction to Thirteen

Raceland, LA-based **Adriatic Marine LLC** has entered into a contract with **Master Boat Builders, Inc.**, of Mobile, Alabama, for the construction of six 220'-class DP-2 Offshore Supply Vessels (OSVs). Construction is scheduled to begin in January 2014. Delivery of the first vessel is scheduled for the first quarter of 2015, with deliveries of the five subsequent vessels following every four months thereafter.

Adriatic Marine also currently has five 200' and two 260' DP-2 OSVs under construction at **C&C Marine and Repair, LLC**, of Belle Chasse, Louisiana. **Adriatic Marine** accepted delivery of the first 200' DP-2 vessel, the M/V

CELTIC, in October 2013. Deliveries of the additional seven vessels from **C&C Marine** are slated to continue every three months through the first quarter of 2016.

With the construction of the six 220'-class OSVs from Master Boat Builders and the seven remaining 200' to 260' OSVs from **C&C Marine**, **Adriatic Marine** will have a fleet of thirty (30) DP-1/DP-2 OSVs by first quarter of 2016. **Adriatic Marine's** current fleet has an average age of four years, making the fleet one of the newest and most sophisticated in the Gulf of Mexico. **Adriatic Marine** is a marine transportation company providing offshore supply services in the Gulf of Mexico since 2007. **Adriatic Marine** operates with an exemplary record of safety in the offshore industry and strives to provide its customers with the highest levels of service, responsiveness and professionalism. To learn more about the company, please visit www.adriaticmarinellc.com



The **ARIADNI** outbound from Rotterdam-Europoort –Photo : Harry van den Berg ©

Need a strong counter to the pirate economy

Job creation through micro-finance in pirate-infested economies can be a start

There is nothing new about piracy in terms of concept. Yet, everything is new in the ways that it is being done in this millennium. This will probably change if it persisted as a business to extend its reach into new methods, new techniques, and onto a much wider scale. What caught my attention a couple of weeks ago is the increased mentioning of piracy in articles published in different online journals.

All based their findings on a paper published by the World Bank. The purpose of the paper, as well as the consequent articles, is to simply emphasise on how piracy and everything that is associated with it in any way has grown into its own economy, and how there are way too many people that piracy affects — and would affect — in future.

Before listing the problem and a possible solution, a few facts should be listed here:

- * The total amount of ransom paid between 2005 and 2012, for 179 hijacked ships, amounted to \$400 million.
- * The pirates doing the day-to-day hard work receive an average of \$30,000-75,000 per person. This is little considering the ransom and the few number of pirates per operation as these can be carried out by a couple of small fishing boats with four pirates on each.

Just like any business venture, the expeditions must be financed. These can be split into two: the first is a modest expedition that could be covered by whoever is participating, while a bigger expedition is the one that requires financing. The latter involves a couple of vessels, and so financing comes from anyone, literally, but banks and proper financial institutions.

And the reward can be anything between 30 per cent to 75 per cent of the ransom value. The cycle itself, or let's say the pirate economy, works this way.

The investors have their cash as deposits or invested elsewhere outside of Somalia, and they use the cash or proceeds from their investments to finance the purchases of legitimate Somali importers. Once the goods are sold, Somali importers pay back the money to these investors, in Somalia, after which the money is used to finance the expeditions. Once an expedition is carried out and is successful — once the ransom, basically insurance money, is

received — everyone benefits. The pirates make a few months living, financiers make huge profits on their investments, and Somali merchants probably received a premium to facilitate the initial money laundering operations. A study by the International Criminal Police Organisation, the UN Office on Drug and Crime and World Bank provides more insight into the entire scenario, listing key findings that implicitly describe the flow of money. After the money has been made, pirates spend part of the income fuelling consumption in the local community, buying mostly goods for daily use.

Financiers on the other hand use their rewards to either invest in Somalia itself by recycling the money internally — and I am not talking about infrastructure and public projects here — as well as building up on their existing investment portfolio abroad. One example of these is actually investments made in the “qat” (fresh leaves of *Catha edulis* shrub, which when masticated and chewed produced an affect similar to a mild drug and is highly addictive) trade in countries such as Kenya.

Here is the catch; pirates get “qat” allowances on each expedition which is then deducted from the money paid to pirates. In one way or another, it's a win-win situation for financiers. And the tolerance towards such criminal acts in the local community is because these guys create jobs and provide a living, directly for pirates and indirectly in the local community.

People want to have secure jobs and steady salaries. If these are indeed available, financiers will find no one to carry on their risky endeavours. And this is the main direction that should be undertaken to ensure such activities will not take place in Somalian waters, or any other.

There are no more trends in piracy around the Horn of Africa; in fact there's a decrease of 70 per cent from a few years back. A new observation states that it's now happening on the other side of the continent, in the Gulf of Guinea. True or not, the solution will always remain within the parameters of fixing one's economy that not only provides jobs but one capable of absorbing the increase in the numbers of job seekers, especially among the youth.

In cases like that of Somalia, a way forward is to push for micro-finance within different communities, supporting what people do best and would have a comparative advantage in producing. If piracy can fuel consumption, surely small businesses definitely can.

Now the last thought that I want to leave you with is this: why can't the IMF establish an umbrella that sets up and oversees micro-finance funds? **Source : gulfnews**



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Hond vindt camera KNRM terug

Een labrador retriever uit Kijkduin heeft een camera gevonden die 3 maanden geleden bij een oefening op zee werd verloren. De hond en zijn baasjes wonen – What's in the name? – op de Hoek van Hollandlaan.

Een GoPro-camera is een zeer kleine videocamera die kan worden voorzien van een waterdichte behuizing. Ze worden vaak gebruikt voor (avontuurlijke) videoregistraties. De **KNRM** verloor op zaterdag 31 augustus een GoPro toen ze een reddingsoefening op zee filmde.

In de hoop dat de camera zou zijn teruggevonden, werd er op 2 september een oproep gedaan via Twitter. Niemand meldde zich, omdat de camera pas 3 (!) maanden later werd teruggevonden. De schipper van **KNRM** reddingstation Hoek van Holland ontving woensdagavond 4 december j.l. een e-mail van de **familie Jaeger**. Een van de labrador retrievers van het gezin had de kleine camera op de zandmotor gevonden en bij zijn baasje gebracht.

Echt waterdicht!

De videobeelden leiden de vindsters naar de **KNRM** in Hoek van Holland. De opnamen van de reddingsoefening zijn door de **KNRM** op YouTube gezet. Zie <http://www.youtube.com/watch?v=DuOx1W5XOps#t=0>
Niet slecht voor een camera die drie maanden in het water heeft gelegen.

De familie mag meevaren met de KNRM



De **KNRM** heeft met de familie afgesproken dat zij op zaterdagmiddag 21 december mee mogen varen met de **KNRM** reddingboot **Jeanine Parqui**. De **Jeanine Parqui** heeft als thuisbasis de Berghaven in Hoek van Holland. De honden van de **familie Jaeger** hebben een zak hondenkluiven en hondensnoepjes gekregen.

Source : Hoek van Holland!

Sunken HELENA STAR at Tacoma is 1947 Westerbroek built coaster

Referring to **newsclippings** Number 343 dated 09-12-2013 report on **HELENA STAR** it might be of interest to



many readers that this ship has a long history. Built as early as 1947 by **NV Scheepsw. "Westerbroek"** as their yard no. 101, this coaster of 497 grt bore the names **VIOLETTE ERICA**, **FRATERNITE**, **MONICA STAR I** and **HELENA STAR I** before being renamed **HELENA STAR**. Her career was smooth until on 17th April 1978 she was intercepted with 37 tons (!) of Marihuana off Cape Flattery. Taken into Seattle, she never went back trading, and her condition deteriorated ever since. No wonder she finally sank after 35 years of no maintenance. The enclosed photo was taken in Seattle in August 2009 amidst other laid up vessels, already

showing her deteriorated status. **Photo + Source : Martin Lichte-Holtgreven (c)**

Salvage of sunken Mississippi River tug in Iowa may continued last Monday

The US Coast Guard and the owner of a sunken tug on the upper Mississippi River on Monday continued to lift the 144-foot tug from the river bottom near Le Claire, Iowa. Traffic was asked to slow down as it passed the site where the **Stephen L. Colby** wrecked but was not otherwise restricted, said Lieutenant Colin Fogarty, a Coast Guard spokesman.

The November 25 wreck briefly halted cargo traffic on the Mississippi last month. Work was slowed by winter conditions in Le Claire, with a high temperature on Monday of 16 degrees Fahrenheit (minus 9 Celsius) and breezy conditions, according to the US National Weather Service. A-frames have been erected underwater to support the boat, he said. "We lift it up, pump the water out, lift it up some more, pump the water out," Fogarty said. "It's a painstaking process, to say the least." **Source : Platts**



The **APL EGYPT** outbound from Rotterdam-Europoort - **Photo : Harry van den Berg ©**



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3,000HP Tug Bound For Latin America

Marcon International, Inc. of Coupeville, Washington is pleased to report that **Tiong Woon Marine Pte. Ltd.** of Singapore has sold their 3,000BHP twin screw tug "**Tiong Woon Ocean 15**" (ex-Uni Haul Ruth) to Latin American interests.

The 31.0m x 9.0m x 4.5m depth / 3.5m draft tug was built in 2005 by **Nanindah Mutiara Shipyard** in Batam, Indonesia and classed LR +100A1 Tug, +LMC with all surveys and certificates up-to-date. "**Tiong Woon Ocean 15**" is powered by a pair of CAT 3512B-DITA diesels totaling 3,000BHP at 1,600RPM with Twin Disc MG5506 6:1 gears and 4-blade fixed pitch manganese bronze props in fixed kort nozzles. Bollard pull is approx. 40 tonnes. Her towing gear consists of a 100 tonne brake electro-hydraulic, single drum winch, 42mm main and 40mm spare tow wires, two 40mm pennant wires, wire bridles, other miscellaneous shackles and deck inventory. There is tankage for abt. 220m3

fuel and 51 tonnes fresh water, which gives her a range of approx. 22 days continuous. Air conditioned accommodations are provided for crew of 12 in 5 cabins.



"**Tiong Woon Ocean 15**" recently completed a two year charter in North Africa before being shipped back to Southeast Asia as a dry tow, after which she underwent intensive maintenance, survey and repair. The tug worked on a contract to an oil major in Malaysia right up to a few days before her delivery to new Owners, and reportedly she had a very good track record with charterers.

This was the first sale Marcon has handled for the Buyer and Seller and we look forward to concluding many more in the future with both. The tug is currently underway on her approx. 10,000nm delivery voyage crewed and managed by **TOS Ship Delivery BV** in

The Netherlands. Buyers have requested that their name be kept confidential for commercial reasons. **Source :** Marcon International, Inc. - **Celebrating 32 years as brokers from 1981 - 2013.**

Armed guards deter pirates in two incidents

Two incidents today demonstrate that Somali pirates remain active and that, ultimately, action by embarked armed security teams may be all that can prevent an attack from becoming a hijacking. In its most recent weekly update the Nato Shipping Center warned that "current conditions are favorable to piracy activity, and the presence of pirate attack groups at sea in the HRA [High Risk Area] cannot be ruled out. The threat of piracy against merchant shipping continues throughout the HRA. Successful disruptions by naval forces, in conjunction with masters' adherence and implementation of BMP4, have significantly reduced the pirates' ability to capture vessels. Pirates retain capability of conducting acts of piracy against vessels of opportunity." The warning was timely. Today, NATO Shipping Center reported "Two Merchant Vessels reported same skiff, white and blue colored hull, approached and attacked them IWO of position 1252N 04752E at 090452ZDEC. Vessels are Safe."

The IMB's Piracy Reporting Center gave the following details.

248-13 09.12.2013: 0330 UTC: Posn: 12:50N – 047:49E, Gulf of Aden.

Five pirates armed with guns in a skiff approached and fired upon a tanker underway. Master raised alarm, activated fire hoses, increased speed, took evasive maneuvers and contacted UKMTO for assistance. The on-board armed security team took their position and showed their weapons resulting in the pirates aborting the attempted attack. A military helicopter came to the location for assistance and patrolled the area.

09.12.2013: 0348 UTC: Posn: 12:52.5N – 047:52.4E, Gulf of Aden.

Five pirates armed with guns in a skiff approached a bulk carrier underway. Master raised alarm, activated fire hoses, sounded ship's horn, took evasive maneuvers and non-essential crew members mustered in the citadel. The on-board armed security team took their position and showed their weapons but the skiff continued to approach the ship even after the armed team fired a warning flare towards the skiff. The security team fired warning shots as the skiff closed to the ship. The pirates responded by engaging the ship with small fire arms and the security team returned fire resulting in the pirates aborting the attempted attack. A military helicopter came to the location for assistance.

Source :marinelog

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Hapag-Lloyd CEO Eyes Growth Through Shipping Consolidation

German shipping company **HAPAG-LLOYD's** merger talks with Chile's Vapores may herald further deals with other peers, its chief executive said, as the group strives to catch up with the industry's top three players. "The aim should be to create something bigger by merging several companies," Michael Behrendt told Reuters. "It is my goal that we can catch up with the top three. I may not be able to achieve this during my time, but perhaps make a step in that direction," he added.



The **KIEL EXPRESS** outbound from Melbourne – Photo : Dale E.Crisp ©

Hapag-Lloyd, the world's No.5 container shipping company by capacity, last week said it was in talks to merge with smaller Chilean shipper Compania Sud Americana de Vapores, adding that no agreement had yet been reached.

Shipping groups have been struggling through the worst slump on record, with the weak global economy, oversupply of vessels and low freight rates highlighting the benefits of consolidation in the sector. It is not the first time Hapag-Lloyd, burdened by 2.35 billion euros (\$3.22 billion) of net debt and a nine-month net loss of 56 million euros, has sought expansion through large mergers, though deals have proved elusive. Last year it held talks with German peer Hamburg-Sued over a deal that would have created the world's No.4 player behind Maersk Line, part of Danish conglomerate A.P. Moller-Maersk, Switzerland's Mediterranean Shipping Company and France's CMA CGM, but the parties were unable to agree terms. Six years ago a potential merger with Singapore's Neptune Orient Lines fell through after wrangling over who would own the majority stake. Behrendt also said that Hapag-Lloyd, in which German travel and tourism group TUI AG owns a 22 percent stake, is ready to launch an initial public offering (IPO) when market conditions improve. TUI's Chief Executive Friedrich Jousen in September said the group would offload its Hapag-Lloyd stake via an IPO as soon as market conditions allowed, adding that such a step is unlikely before autumn 2014. Source : Thomson Reuters



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Laatste kans om de tentoonstelling 'Woeste Reddingen op Zee...' te komen bekijken in het Nationaal Reddingmuseum Dorus Rijkers!



Succesvolle tentoonstelling van de fijnschilder [Rob van Assen](#) nog maar tot en met 5 januari 2014 te zien!

[Galerie ArtBoutique](#) exposeert al vanaf 31 augustus 2013 t/m 5 januari 2014 scheepsportretten van fijnschilder [Rob van Assen](#) in het [Nationaal Reddingmuseum Dorus Rijkers](#) in Den Helder. [Rob van Assen](#) is een zeer getalenteerde, veel te bescheiden, fijnschilder van maritieme schilderkunst.

Reeds vele bezoekers bezochten de tentoonstelling, en in het boek waar bezoekers een boodschap kunnen achterlaten staan uitsluitend zeer lovende teksten. Een kleine greep hieruit: "Wat prachtig geschilderd! De woeste golven, het lijkt of je er midden in zit. Succes met uw expositie!" en "Wat 'n prachtige, 'levensechte' schilderijen! En ook heel mooi model van dat schip! Echt héél mooi en interessant! Ook mooi, interessant museum". Ook kinderen reageren enthousiast, zo zegt Bram van 10 jaar oud "Ik vond het heel leuk en vet aanrader voor anderen."

De schilderijen van Rob van Assen passen uitstekend in het [Nationaal Reddingmuseum Dorus Rijkers](#). Hij heeft onder andere een aantal schilderijen van het Nederlandse Reddingwezen geschilderd, met schepen als de [Carlot](#), de [Insulinde](#), de [Neeltje Jacoba](#), de [Kurt Carlsen](#) en de [Gebroeders Luden](#), en die zijn ook weer in diverse modellen en verhalen terug te vinden in het Nationaal Reddingmuseum. Het schip de [Insulinde](#) is vast onderdeel van de collectie, en ligt als varende erfgoed voor het museum, alwaar er nog regelmatig rondvaarten mee plaats vinden in de zomer.

Op de bovenste etage, in een prachtige ruimte, zal gedurende vier maanden de tentoonstelling van Rob van Assen te zien zijn. De tentoonstelling is vrij toegankelijk voor museumbezoekers.

Bij de tentoonstelling is ook een speciale editie ansichtkaarten te koop, met de afbeeldingen van de schilderijen die tentoongesteld worden. De schilderijen zelf zijn ook te koop, en bij verkoop van een schilderij schenkt galerie ArtBoutique 10% aan het [Nationaal Reddingmuseum Dorus Rijkers](#)!

Het [Nationaal Reddingmuseum](#) is een interactief museum, leuk voor jong en oud en is bijzonder geliefd bij kinderen vanwege het hoge 'doe-gehalte'. Er is veel te zien en te doen, en er is tijdens de kerstperiode bovendien een gratis kerstspeurtocht voor kinderen, waar leuke prijzen mee te winnen zijn!

Expositie-info:

Locatie: [Nationaal Reddingmuseum Dorus Rijkers](#), Willemsoord 60 G, 1781 AS Den Helder, 0223-618320

Openingstijden en informatie: Tijdens de kerstvakantie (21-12-13 t/m 05-01-14) dagelijks geopend van 10u-17u.

Oudejaarsdag van 10u-14u geopend, eerste Kerstdag en Nieuwjaarsdag gesloten.

Informatie en meer openingstijden van het museum: www.reddingmuseum.nl of info@reddingmuseum.nl

Informatie Rob van Assen: www.scheepsportretten.nl

It's first appearance for TPI in Europe



MEGA CARAVAN arrival in La Spezia for deck preparations for loading in Marina di Carrara in January 2014

Photo : Fop Leder ©

ClassNK and Rio Tinto Iron Ore Sign Collaborative Agreement



Leading classification society ClassNK and Rio Tinto Iron Ore (part of the Rio Tinto Group, one of the world's largest metal and mining companies), announced that they have signed a collaborative agreement focused on the safe carriage of iron ore.

The agreement was signed at a ceremony held after a meeting of executives from both companies at the Rio Tinto Japan office on 3 December 2013. ClassNK

Executive Vice President Yasushi Nakamura and Warwick Smith, Managing Director, Sales and Marketing for Rio Tinto Iron Ore, signed the agreement on behalf of their respective organizations.

Rio Tinto has a diverse portfolio of metals and minerals, including aluminium, copper, diamonds, thermal and metallurgical coal, uranium, gold, industrial minerals (borax, titanium dioxide and salt) and iron ore. Rio Tinto Marine, established in 1996, provides ocean freight services to the Rio Tinto group, with a key focus on ensuring high operational and safety standards.

ClassNK is one of the world's leading classification societies, providing safety and certification services for more than 8,500 vessels representing more than 20% of the world's merchant fleet in terms of tonnage. ClassNK is also the leading classification society in the dry bulk sector and is entrusted with the safety of more than one-third of the world's bulk carrier fleet including the industry's largest share of Capesize and Very Large Ore Carriers (VLOCs), which carry the majority of the world's solid bulk cargoes.

The agreement signed between ClassNK and Rio Tinto Iron Ore provides the framework for cooperative research on safe maritime transport of iron ore. After the signing ceremony, ClassNK Executive Vice President Yasushi Nakamura said, "Both Rio Tinto and ClassNK have decades of specialized knowledge and expertise related to the maritime transport of solid bulk cargoes. By signing this agreement we hope to share this rich history and knowledge to benefit the entire maritime community." Mr. Smith joined Mr. Nakamura in highlighting the importance of the agreement, saying, "This agreement realises mutually beneficial collaboration with one of the leading classification societies, and I hope it will expand into a wider range of cooperative research on maritime safety of other products shipped by the Rio Tinto Group". ClassNK support for the project is being carried out as part of its Joint R&D for Industry program, which has provided funding and research support for more than 250 joint maritime R&D projects since its inception in 2009.



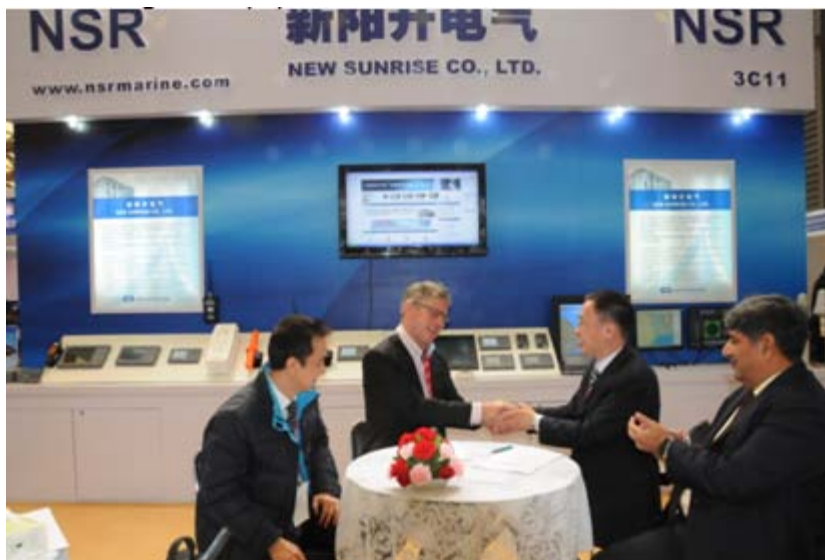
The **NORD FUJI** arriving at the Tyne – Photo : **Kevin Blair** ©

MARIS takes ECDIS pole position after New Sunrise deal

Marine navigation and communications specialist **MARIS AS**, of Norway and leading Chinese marine electronics company New Sunrise Co, Ltd (NSR), of Suzhou, have signed an agreement that establishes MARIS as the largest ECDIS original equipment manufacturer in the world. The OEM deal, formalised at December's Marintec 2013 in

Shanghai, will see NSR produce MARIS ECDIS software and supply it in combination with NSR hardware. NSR has developed a PC and Monitor specific to maritime applications.

Diversified marine electronics supplier NSR has recently been making new market inroads with its EC-wheelmarked Bridge Navigational Watch Alarm Systems market and has developed its own electronic chart services (ECS). However, it chose to seek a well-established partner to broaden its ECDIS offering, in line with the urgent need for shipowners to meet regulations using proven technology.



Xu Jian De, Managing Director NSR, says: "Choosing MARIS as our partner reflected the high-end functionality and user friendliness of the MARIS ECDIS900, but also our ambition to align ourselves with the company establishing itself as the world's number one supplier of ECDIS software."

"This agreement has been worked out over a two year period, to make sure that the mainstream market can meet obligations on mandatory ECDIS using technology already

widely accepted by the industry," says Steinar Gundersen, MARIS Deputy Chief Executive.

Mr Gundersen says that production in volume from NSR's Xiangcheng, Suzhou plant will be targeted at Asian owners in particular. He says the agreement compliments a separate arrangement in China, through which MARIS has been partnering Beijing Highlander Digital Record Technology Co, Ltd in the development of entire Integrated Navigation Systems (INS).

"Both of these agreements are being coordinated through our Singapore operation, which is rapidly becoming the focal point of an upgraded MARIS service and support network," he says. "The MARIS Customer Portal also went live earlier in 2013, offering a new resource online for customers to manage their business and service arrangements with MARIS efficiently. "With ECDIS due to become mandatory onboard existing passenger ships from July 1, 2014, the regulatory phase-in schedule hits the existing tanker market from July 1, 2015. "The timing of the New Sunrise deal reflects our readiness to deliver ECDIS in the volumes that will be required and to provide the service and support that these greater production volumes demand."



The **PUTFORD ACHATES** at close stand by at **BARQUE PB** and the "**ATLANTIC ROTTERDAM**"

Photo : Kees Beeuwkes ©

8,000-10,000 TEUers soon to surpass growth in demand, says Drewry

THE large number of newbuildings between 8,000 and 10,000 TEU that have recently been ordered appears excessive, according to Drewry Maritime Research. By the end of this year, 55 vessels averaging 8,600 TEU will have been delivered, raising the sector's capacity by 18 per cent, well ahead of global cargo growth.

Forty more are scheduled for delivery in 2014, which will increase the capacity by another 11.6 per cent. And a further 45 units are due for delivery in 2015, adding yet another 11.6 per cent year-on-year growth. An extra 20 existing vessels in the size range are expected to become surplus to requirements once the proposed P3 Alliance's Asia-North Europe services are merged in the second quarter of 2014.

Adding to the capacity glut will be another 44 vessels averaging 14,638 TEU that are slated for delivery next year, which will most probably lead to the same number of ships between 8,000 TEU and 10,000 TEU being displaced, said **Drewry**.

On the demand side, the P3 alliance will probably need at least 30 units for its five transatlantic services from the second quarter, although Maersk/MSC/CMA CGM's intentions have yet to be confirmed. The supply of vessels between 8,000 TEU and 10,000 TEU looks set to well exceed demand growth, so where the excess will be deployed is intriguing, said Drewry analysts.

There is no immediate home for the vessels outside of the east-west tradelanes, including 21 units ordered by Hamburg Sud, CSAV and CCNI, which will presumably be deployed. **Source : Schednet**



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European Parliament votes on deep sea fishing

The Commission takes note of today's vote by the European Parliament on its proposal regulating fishing for deep-sea species in the North-East Atlantic, EC said in its press release.

European Commissioner for Maritime Affairs and Fisheries, Maria Damanaki said: "Now that the European Parliament has expressed its views on the proposal, I expect the Council to finally start its work on this regulation. The Commission is ready to facilitate constructive three-party discussions on this proposal. We must work together to protect the vulnerable deep-sea species and their habitats"

Deep-sea species are caught in deep waters in the Atlantic beyond the main fishing grounds on the continental shelves, in depths up to 4000 meters. Their habitats and ecosystems are largely unknown but it is a fragile environment that, once damaged, is unlikely to recover. Highly vulnerable to fishing, deep-sea fish stocks are quick to collapse and slow to recover because they reproduce at low rates. In the past, this fishery went on largely unregulated, and this clearly impacted negatively on the stocks concerned. In 2003, the EU started imposing limits on

the amount of fish that can be taken, on the numbers of vessels authorised, and on the days they can spend at sea (i.e. fishing effort) to fish for those species.

In July 2012, the European Commission proposed new measures to regulate fishing for deep-sea species in the North-East Atlantic. The Commission proposed a reinforced licensing system and a gradual phase-out of those fishing gears that specifically target deep sea species in a less sustainable manner, namely bottom trawls and bottom-set gillnets

Deep-sea fisheries in the North-East Atlantic are pursued in EU waters, including the outermost regions of Portugal and Spain, and in international waters governed by conservation measures adopted within the North East Atlantic Fisheries Commission (NEAFC), in which the EU participates along with the other countries fishing in the area.

Deep sea fisheries account for about 1% of fish landed from the North-East Atlantic, but some local fishing communities depend to a certain extent on deep-sea fisheries. The catches – and related jobs - have been declining for years, due to depleted stocks.



The **STENA CONQUEST** enroute Rotterdam-Maasvlakte – Photo : Kees van der Kraan ©

Oil and gas companies establish a project for joint seismic acquisition in the southeastern Barents Sea

A group comprised of 17 oil and gas companies has established a project for joint seismic acquisition in the southeastern Barents Sea. Statoil is the operator of the project, Statoil said in its press release.

At the request of the Norwegian Ministry of Petroleum and Energy (MPE), the industry, via the Norwegian Oil and Gas Association, has taken the initiative to jointly acquire seismic 3D data from the blocks in the southeastern Barents Sea that will be announced in the 23rd licensing round for the Norwegian continental shelf (NCS) in 2014.

This is the first new area on the NCS to be opened since 1994. Thirty companies showed interest in participating in such a collaboration. Yesterday, 17 of these companies signed an agreement to establish a joint project for planning and implementing the acquisition. As the largest operator on the Norwegian shelf Statoil has taken on the operator role.

"Coordinated seismic acquisition has several advantages. It will ensure very good data quality, since the industry to a much greater extent will be able to utilise the companies' collective professional expertise within geological understanding and seismic acquisition and processing. The initiative lays the foundation for fewer, well-planned operations, thus reducing acquisition costs and potential disadvantages for the fishing industry," says Gro G. Haatvedt, Statoil's senior vice president for exploration on the NCS.

"Interest in the Barents Sea has increased considerably in recent years, due in part to the discoveries in the Johan Castberg area. High-quality 3D data will be important to the industry in order to increase understanding of the area's potential." When the authorities circulate the 23rd round nominated blocks for public consultation, other oil companies will get a new opportunity to engage in the project. It is expected that several companies will make use of this offer.

The project will immediately initiate a tender process for the seismic acquisition. The plan is for the seismic surveys to start in April 2014 and conclude in the autumn of the same year. The companies who will be taking part from the beginning are BP, Chevron, ConocoPhillips, Det norske oljeselskap, Eni, GDF Suez, Idemitsu, Lukoil, Lundin, Norske Shell, PGNiG, Repsol, Spike, Statoil, Suncor, VNG and Wintershall. **Source : Portnews**

50th. Anniversary of the Sinking of the Ship "Lakonia".

On 7th December 2013, newsclippings reader **Colman J. Shaughnessy** Vice Chairman, Radio Officer's Association. attended Ireland's Naval Base at Haulbowline with 40 Radio Officer's, retired from the Merchant Navy. This gave him the opportunity to make a presentation to Marconi Radio Officer, **Patrick Gleeson** of Limerick.

The event is the 50th Anniversary of the sinking of the passenger ship "**LAKONIA**" – On the 22nd December 1963, the "**Lakonia**" was North of the Canary Islands and on fire. As Radio Officer of the M/T "**Montcalm**" , **Patrick Gleeson** of Limerick was just finishing his evenings radio watch when the Auto Alarm activated on his ship. For the next 48 hours **Patrick** worked tirelessly from his ships radio station, 'handling' radio traffic to the World by Morse

Code via Portishead Radio on a major disaster at sea. Patrick's swift action directed the "**Montcalm**" to the SOS site and his ship rescued 236 persons (mostly school children on a Christmas Cruise) from the sea and recovered 17 bodies. Survivors were later transferred to the port of Casablanca.

L-R. **Anthony Selman**, Chairman, Radio Officer's Association (Worldwide), **Patrick Gleeson**, Marconi Radio Officer, **Colman J. Shaughnessy**, Vice-Chairman, Radio Officer's Association

When Patrick left the Merchant Navy he joined the staff of Shannon Air Radio, Balligerreen, Co Clare. Now retired, he lives with his wife and family in Limerick.



On the 7th. December 2013, The Radio Officer Association Chairman, **Anthony Selman**, presenting an award to **Pat Gleeson** said that "whilst many of us here today did send and handle safety messages and emergency messages he knew of no other Radio Officer alive, who handled the SOS of such a major disaster at sea and it was a great honour for him to meet Pat and present him with the plaque of the Radio Officer's Association". We wish Patrick and his wife, many more years of Good Health.

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NAVY NEWS



Chinese navy officers stand as the British Royal Navy destroyer **HMS Daring** arrives to the north side of the bund at Huangpu River in Shanghai, December 10, 2013. The **HMS Daring** has returned from the Philippines after delivering aid after Typhoon Haiyan hit the region.

Australia Begins Drawdown of Philippines Recovery Ops

HMAS Tobruk has completed its mission in the Philippines and is returning to Australia with a load of Army engineer machinery, vehicles and 35 Army personnel. A small Recovery Support Force of 65 combat engineers, tradesmen and support personnel, mostly from Townsville's 3rd Combat Engineer Regiment, will remain in Ormoc for a further week to continue clean-up and repair tasks coordinated by the Department of Foreign Affairs and the Philippine Government. Commander of **Joint Task Force 630** Lieutenant Colonel Rod Lang said the departing engineers and **HMAS Tobruk's** crew had achieved their mission to help with the Philippines' recovery.

"Today the heavy engineer equipment has completed its task – it's no longer required in Ormoc City due to the progress being made and **HMAS Tobruk** has completed good work in the region delivering World Food Program aid to some isolated islands that had not yet received aid locally," Lieutenant Colonel Lang said.

He said the drawdown of Australian military assistance comes as the Philippine Government was returning to normal operations and further international aid assistance was arriving.

"The local government and the Philippine Government are well and truly on top of this recovery in the Ormoc region.

"Key infrastructure, such as schools, hospitals and power, are gradually being restored – which are all key indications the time has come for our military forces to begin to return home." Since commencing operations on November 28, the work of Australian Government staff, Army engineers and Navy sailors has cleaned-up and repaired 13 schools, ensuring 175 classrooms were available for use by students. This has allowed about 14,500 students to return to classes since schools re-opened on December 2.

Lieutenant Colonel Lang said the remaining soldiers and Air Force personnel in Ormoc would be hard at work next week to help the Philippines Education Department return more children back to school, before commencing final preparations to return to Australia by air on 20 December.

The Air Force component, operating C-130J aircraft, will support the transition of the Joint Task Force and ongoing relief operations before returning to Australia before Christmas.

HMAS Tobruk departed for Townsville on December 9 and is expected to arrive on December 18. The engineer machinery and vehicles will be offloaded and prepared for future contingencies. The ship is expected to arrive in Sydney on December 24. **Source : Marinelink**

SHIPYARD NEWS

An advertisement for Franklin Offshore Europe. The background is a close-up of a thick, braided mooring rope. On the right, two workers in high-visibility yellow and orange safety gear and hard hats are looking at something off-camera. The text on the left reads: "FRANKLIN OFFSHORE EUROPE" in large white letters, followed by "Your provider of integrated mooring and rigging services!" in smaller white letters. On the right, there is a logo consisting of a blue globe with a white 'F' inside, and the text "FRANKLIN OFFSHORE" below it. At the bottom right, the contact information is listed: "tel. +31(0)78 - 618 78 77" and "www.franklin.com.sg".

DMC's second metal spinning machine into service



The innovative propeller nozzle manufacturing method with basically one single weld only, is now operational in the Chinese plant of **Damen Marine Components (DMC)** also. Consequently the technique with which **DMC** has revolutionized nozzle production, is up and running at both of its plants. Say hello to the metal spinning machine.

"The nozzles can be manufactured somewhat lighter and have a smoother inside. Traditional propeller nozzle manufacturing requires a minimum ten up to thirty or more welds at the inside of the nozzle, depending on size. Our new technique requires less welding and in addition gives a much smoother surface. What

could be better than that?", Mr. Cees Bons, Senior Production Manager with **Damen Marine Components** in China hailed about the novel spinning machine that has just come on stream in DMC's temporary plant Jiang Yin. The spinning machine of **DMC** in Gdansk, Poland has been performing superbly since early 2012. Meanwhile it has already delivered the proven technology status to this innovative manufacturing technique that ensures the shortest lead times in the industry.

Potter's wheel

The principle pivots around (literally) transforming a steel tube into a bell-shaped nozzle inner ring through mechanical cold moulding. The technique most resembles the shaping of an open-ended vase on the potter's wheel.

The spinning machine starts with a tube that has been plate rolled and welded – hence the one, single weld only - on the spot in DMC's manufacturing halls. A calm and cautious process, it still far outspeeds the traditional patchwork-style welding of the nozzle inner ring from many steel parts, especially when the rings are big. The new spinning machine in China can go up to 7 metres in diameter – starting from 1 metre. "We are able to make an extension on our spinning table up to a diameter of ten meters", Cees Bons added.

"The machine in Jiang Yin, China can handle carbon steel to a maximum of 36 millimeters thickness, and stainless steel and Duplex to a maximum of 25 millimeters. Some clients want a stainless steel ring only in the nozzle's central cavitation zone, with a carbon steel in- and outlet. This would still involve two welds only! It still is almost seamless", Mr. Steef Staal, DMC's Managing Director noted. He added that the traditional production method by means of the welding of multiple steel parts will continue to be used, if the spinning machines in China or Poland cannot accommodate specific sizes or specials.



New China HQ

DMC's new spinning machine was assembled in China by Korean engineers under the supervision of Cees Bons, assisted by some members of the Jiang Yin crew. It is a pioneer in more ways than one, being the marine components manufacturer's first operation in Jiang Yin, near the Yangtze River.

A production hall is temporarily being rented there ahead of DMC's removal, lock stock and barrel, from Suzhou. "As our 5,000 square metre plant in Suzhou had become too small – also following our expanding manufacturing of winches – we have opted to move entirely", Steef Staal said. "Our new 12,000 square metre complex is currently being built and by late 2014 we plan to have moved-in completely, including our show-piece propeller nozzle spinning machine."

Delivery certificate signed for Viktor Konetsky, tug boat of project 745mbs

On December 6, 2013, upon completion of state tests held in Kronshtadt, the delivery certificate was signed for the

VIKTOR KONETSKY, tug boat of project 745mbs, built by **Yaroslavsky Shipbuilding Plant** to the design of **Vympel Design Bureau OJSC**, the shipyard announced. The vessel was built under the state order for RF Ministry of Defense.



The Project 745mbs vessel features high seaworthiness, able to operate in all areas of the oceans. The tugboat is designed for escorting and maneuvering ships, refloating stranded ships, to extinguish fires on stricken

ships and onshore facilities, to perform survey using remotely operated underwater vehicle, to evacuate people from the water.

Vessel's major characteristics: length max – 56.5 m; width max – 12.64 m; full displacement – 1,390 t; draught – 4.3 m; speed – 14 knots; endurance – 30 days; crew – 22 persons; draw on the hook – at least 230 kN.

Yaroslavy Shipbuilding Plant is based in central Russia on the Volga river. Incorporated in 1993. The company specializes in building civilian vessels and warships. Management company - JSC VP Finsudprom. **Source : PortNews**

ROUTE, PORTS & SERVICES



Nigeria set for first ever deep sea port

The new port will help Lekki "develop as the regional manufacturing and logistical hub"

Nigeria is set for its first ever deep sea port, estimated to cost N 216bn (US\$ 1.354bn) after receiving approval from the Federal Executive Council (FEC). The Lekki Deep Sea port has been on the drawing board for a number of years as a solution to congestion in various ports in the country, including the Apapa Port.

Gagan Seksaria, chief financial officer and head of investments, International Container Terminal Services Inc (ICTSI) Africa region, told Port Strategy: "It will take port and related operations outside of downtown Lagos, Nigeria's commercial capital. Ample space, great road connectivity and deep water shall allow for productive operations and in turn, greater supply chain efficiency and lower supply chain cost."

Designed to handle four million tonnes of cargo, it is expected to cover an area of 90 hectares with room for expansion.

The channel leading to the port is to be dredged to a depth of 17.5m, with a width of 300m, enabling it to handle the largest vessels in the world and making it the deepest channel in West Africa.

"Lekki has regional significance in that it's located within West Africa's largest market and within a free zone, that will allow it to develop as the regional manufacturing and logistical hub," Mr Seksaria added.

In early 2012, ICTSI signed a memorandum of understanding for the operation of the container terminal at the new port.

The Federal Government is expected to contribute 20% to the development of the port, while Lagos State Government will put forward 18.5%. Private investors are to contribute 61.85%. Nigerian Ports Authority (NPA) is expected to reap over US\$9.3bn from the port, made up of US\$2.6bn from marine services and royalty and US\$6.7bn from share of profits from the investments. The port is expected to be completed within the next four years. **Source :**

PortStrategy

Navios Maritime Partners L.P. Announces Delivery of Two Container Vessels

Navios Maritime Partners L.P., an owner and operator of dry cargo vessels, announced that the **Hyundai Singapore** and the **Hyundai Hong Kong**, both 2006-built container vessels of 6,800 TEU, were delivered to Navios Partners' owned fleet on December 4, 2013.

The **Hyundai Singapore** and the **Hyundai Hong Kong** have been chartered out to an investment grade counterparty for ten years (with Navios Partners' option to terminate after year seven), at a rate of \$30,150 net per day per vessel. The two vessels are expected to generate approximately \$15.9 million annual EBITDA and \$155.3 million aggregate EBITDA for the ten years of the charter period. EBITDA estimates assume expenses approximating current operating costs and 360 revenue days per year.

Fleet Update

Following the delivery of the two vessels, Navios Partners has 25 vessels in the water and five to be delivered by Q1 2014.

G6 musters to battle P3 Alliance, plans to serve 66 ports with 240 ships

THE expanded G6 Alliance plans to expand its geographical reach and deploy 240 ships, boosting its largest ships to 14,000-TEUs, to battle the proposed P3 mega alliance of Maersk, CMA CGM and MSC.

If the US Federal Maritime Commission does not raise any questions with the member shipping lines, the revised G6 agreement will come into effect on January 16.

The updated agreement filed with the FMC on December 2 outlines the G6 plan to expand their alliance to the Asia-North American west coast and transatlantic trade lanes, as well as other changes, reports Lloyd's List.

The revised agreement proposes to increase the maximum size of vessel that member lines APL, Hapag-Lloyd, Hyundai Merchant Marine, MOL, NYK Line and OOCL can operate on US trade lanes with ships between 12,500 and 14,000 TEU.

The G6 also proposes to raise the maximum number of ships that can operate on the US trade lanes from 80 to 220. Another change is that the shipping lines will discuss and agree which US terminals to serve. The carriers also plan to establish committees to review, make and implement administrative, operational and policy decisions relating to matters within the scope of the agreement.

"The parties may establish and maintain one or more G6 service centres to maximise the efficiency of the services operated hereunder," the filing said. These centres would be authorised to perform service coordination functions such as vessel scheduling and allocating space, noted American Shipper. Another proposed change is that "the parties are authorised to agree on terminal pricing among themselves and with marine terminal operators to achieve desired efficiencies and cost savings and to best ensure optimal terminal utilisation". **Source Schednet**

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GAC Sharpens Focus on Brazil's Billion Dollar Chemical Industry

Chemical tanker expertise sets group apart from competitors

-- **GAC Brazil** – the South American arm of the GAC global provider of shipping, logistics and marine services – has added specialist support for chemical tankers to its package of integrated services.

This marks the latest milestone in the rapid growth of GAC's operations in Brazil. In the past year, it opened a third office in Santos, adding to existing bases at Rio de Janeiro and Sao Paulo, offering companies conducting business in Brazil a range of optimal services - including shipping and logistics support, customs clearance, warehouse intelligence, and bunker fuel supply - under a single umbrella.

According to the Brazilian Chemical Industry Association (ABIQUM), the country's chemical industry is the world's seventh largest industry. Last year alone, chemical products made up more than 60% of Brazil's imports, totaling more than USD 40 billion.

To further enhance GAC's support for the sector, industry veteran Leonel S. Pedloweski has been appointed as Chemical Bulk Key Account Manager for the region, based at Santos, Brazil's main gateway port for chemical imports and exports. He brings to his new role 35 years of extensive ship agent experience and a strong network of chemical

and tanker business contacts. Previously, he served as a Branch Manager specializing in ship attendance at port, cargo operations, issuance of cargo documents, port authorities' on-line systems and owners' matters.

"Our new focus on chemical tanker services in response to the demands of the market sends a firm message about our commitment to this important industry, and by welcoming a highly-respected professional like Leonel to our team, we strengthen that message," says Rodrigo Demarco, GAC Brazil's Managing Director. "GAC Brazil's growth, strong team and integrated services give us the tools we need to deliver on our promise to look after our customers and meet all their needs." For chemical tanker enquiries, contact GAC Brazil at brazil@gac.com

A red and white tugboat or supply ship sailing on the ocean.

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Dalian welcomes maiden call from PIL's West Africa service

SINGAPORE-based **Pacific International Lines' (PIL)** West African service recently made its maiden call at port of Dalian's Daoyaowan phase 1 container terminal, and became the first West African service that calls at the port of Dalian, Xinhua reports.

The service offers one sailing per week, calling at major West African and South African ports such as Lagos and Durban, and uses thirteen 2,800-TEU vessels. Dalian will be its first stop in China. Including the new service, there are now a total of 103 container shipping lanes calling at Dalian. Fourteen are direct shipping lines, covering Europe, Mediterranean, Black Sea, US west coast, South America east coast, Australia, New Zealand, East Africa, West Africa, India and Pakistan. **Source : Schednet**

Kalmar container handlers for DP World



Kalmar is continuing its long standing partnership with **DP World** supplying seven new empty container handlers to the new Jebel Ali port development in Dubai.

Due for delivery before April 2014, the container handlers will equip the operator's brand new Container Terminal 3 with its 1,860 metres of quayside, 70 hectare yard and 4m teu of capacity.

The new machines are equipped with several options designed to enhance operator safety including a twistlock monitoring camera, rear warning system and vehicle data output.

"**DP World** is a very important and long time customer for Kalmar. This latest order is a result of the excellent, fast and flexible communication between our companies," said Paul Michon,

Kalmar strategic manager for DP World.

This latest order follows orders for several units of **Kalmar** mobile equipment for DP World's terminals in the Middle East and Africa. This year, Kalmar has kitted out Jeddah in Saudi Arabia and **Doraleh Container Terminal (DCT)** in Djibouti, Africa with new reachstackers. It has also just received a new order for two new reachstackers for DP World QICT Karachi in Pakistan. The equipment expert has also previously supplied forklift trucks to Jebel Ali, terminals 1 and 2. **Source : port strategy**

HIT to install remote control IT to run RTGs at Hong Kong terminal

MITSUBISHI Heavy Industries Machinery Technology Corporation (MHIMT) has been awarded a contract to equip Hongkong International Terminals (HIT) Container Terminal 9 with technology to operate its 29 rubber-tyre gantry cranes (RTGC) by remote control.

The project in Hong Kong will mark the first time that the innovative technology is used for RTGs outside Japan.

Speaking at the contract signing ceremony, president and CEO of MHIMT, Kazuo Lida, said: "HIT and Mitsubishi have maintained a long business relationship dating back 24 years ago when Mitsubishi first provided HIT with bridge cranes and subsequently rail mounted gantry cranes. "We are proud to be working with HIT again on this project, signifying an extension of our successful partnership and contributing to HIT's future growth and development," Mr Lida said.

Said HIT managing director Gerry Yim: "At HIT, we will continue to deploy the latest technology to assist our day-to-day operations. This remote control project will not only increase operational efficiency, but it will also enhance industrial safety and improve the working environment for our staff." HIT expects the first batch of remote control RTGs to be in operation by the end of 2014 and to complete the project in the first quarter of 2015. **Source :** Schednet

.... PHOTO OF THE DAY



The **TURGUT REIS I** arriving in Malta - Photo : Gaetano Spiteri ©