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The image shows a large, white and blue offshore supply vessel named "MONTARA VENTURE" being towed by a tugboat. The vessel has a complex structure with many cranes and equipment. In the background, another tugboat with "POSH" written on its side is visible. The scene is set in a harbor or near a port.



The **SEVEN WAVES** fitting out at the Huisman premises in Schiedam – **Photo : Henk Wadman ©**

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## EVENTS, INCIDENTS & OPERATIONS



The LNG tankers **ARCTIC AURORA** and **BEN BADIS** moored in Rotterdam-Europoort – Photo : Marco Breen ©

## LARGEST OFFSHORE WIND PLATFORM BUILT IN THE NETHERLANDS REACHES MILESTONE

Last Saturday at **Heerema Zwijndrecht** the 10,200-tons HelWin beta topsides has left the fabrication hall. At Heerema Zwijndrecht, one of the fabrication yards of **Heerema Fabrication Group (HFG)**, fabrication of the HelWin beta topsides, for client Siemens, reached the fabrication phase during which the transformer equipment will be installed outside. In October 2012 Heerema Zwijndrecht started the construction of the 10,200 tons weighing



HVDC (High Voltage Direct Current) topsides, after contract award in June 2012 by Siemens. The contract comprises the Engineering, Procurement, Construction and Installation (EPCI) of the HelWin bèta platform, which includes topsides, jacket and bridge. The jacket is currently under construction at the Vlissingen yard. Iv-Oil & Gas has been subcontracted to perform the design and engineering of the topsides, including the procurement of the non-high voltage equipment. HFG's engineering firm, HFG Engineering, is responsible for the jacket design and engineering. The topsides and jacket installation will be executed by HFG's sister division **Heerema Marine Contractors**.

The HelWin bèta topsides measures 98 meter in length, 42 meter in width and 28 meter in height with a transmission capacity of 690 MW. It is expected that the topsides will be ready for sail away to its offshore destination in the 3rd quarter of 2014.



Koos-Jan van Brouwershaven, CEO of Heerema Fabrication Group, says: "The HelWin bèta platform showed a lot of challenges during the fabrication process to this moment. Nevertheless and thanks to our experienced and highly skilled workforce we were able to demonstrate our proven offshore experience to reach this important project milestone. The contract will provide substantial employment for more than 2,000,000 man hours at our Zwijndrecht yard, with additional supply-chain jobs being created for other companies across this region and the Netherlands. This is considered particularly important during these challenging economic times" The converter platform is one of the main components of the TenneT DC offshore grid connection 'HelWin2'. The connection with a capacity of 690 MW will connect a large wind farm cluster in the German sector of the North Sea.



**Trudy & Cees Punt**  
**Wishing you all a merry Christmas and a prosperous New year**

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**BELAIT CSS 1**, The Maintenance version of the popular Compact Semi Sub design, undocking ceremony 7th Dec 2013. At Fujian Mawei Shipyard SE China. The **BELAIT CSS 1** is destined for Brunei to perform Well Head maintenance activity mid 2014. **Photo : Marine Assets Corporation ©**

## Evergreen Marine could still realize gains by year's end

Despite a net loss of more than NT\$2 billion (US\$67.43 million) in the first three quarters, Evergreen Marine Corp might post a profit for the whole of this year thanks to gains from disposing of a number of shipping containers from its subsidiary. Taiwan's largest container shipper announced yesterday that its fully owned subsidiary, Greencompass Marine SA, has disposed of containers that were worth NT\$2.24 billion in total.

### NT\$2 BILLION GAINS

The gains from the disposal stood at NT\$2.06 billion, with the company possibly able to recognize the gains by the end of this year, Evergreen Marine said in a filing to the Taiwan Stock Exchange.

Evergreen Marine posted a net loss of NT\$2.19 billion, or NT\$0.63 per share, in the first three quarters, compared with a net profit of NT\$188.64 million, or NT\$0.05 per share, recorded a year earlier, the company's financial data showed.

### NONOPERATING INCOME

However, the nonoperating income from the container disposal deal might help the company register a profit for the whole of this year.

Evergreen Marine's shares dropped NT\$0.2 to stand at NT\$17.15 upon the close of trading last Friday.

UBS Securities Taiwan Ltd said in its latest report that the shipper's current value has priced in its loss for this year, with the expected recovery in global trade to be an upside catalyst in the future. **Source: Taipei Times**

## Global Carriers appoints restructure adviser

Financially troubled **Global Carriers** announced that the company has appointed **M&A Securities Sdn Bhd** as the principal adviser for the Company's regularisation plan. The firm has been in the process of formulating a



regularisation plan for many months as it struggles to address its PN17 status, issued by Bursa Malaysia to companies in financial distress. Global Carriers needs to submit their proposal to restructure and revive the company in order to maintain its listing status.

In July the company announced it will not be able to issue its annual report for the financial period from the fiscal year of 2012 by June 30 due to the delay in receiving the annual audited financial statements from the company's auditor SJ Grant Thornton (SJGT). However, SJGT issued a disclaimer of opinion on the group's audited accounts. "We were unable to obtain sufficient appropriate audit evidence regarding the ability of the group and the company to achieve sustainable and viable operations and to generate adequate cash flows for its operating activities," said the auditor.

Source: Sino Ship News



## REFLEX MARINE HOSTS INFLUENTIAL BRAZILIAN DELEGATION IN ABERDEEN

**Reflex Marine**, a global leader in safe marine transfer solutions, welcomed personnel from Coastguard section of the Brazilian Navy into Aberdeen last week for testing with the company's innovative crew transfer technologies.

Representatives from the Diretoria de Portos e Costas (Directorate of Ports and Coasts) explored Reflex Marine's industry leading FROG capsule and witnessed immersion, load, vertical and lateral impact tests of both the company's FROG-6 and newly launched FROG-XT.



**Reflex Marine** is currently working with the DPC to gain accreditation for the FROG to operate on board vessels registered in the country, although several operators have already put the device to use using foreign ships.

To continue developing important relationships in the energy industry between Aberdeen and Brazil, the Lord Provost of Aberdeen and Gordon McIntosh, director of Enterprise, Planning and Infrastructure at Aberdeen City Council met with Reflex Marine and the Brazilian delegates.

Carol Richards, sales consultant South America at Reflex Marine, said: "For the past two years we have had delegates from Brazil visit Aberdeen learn more about how our technologies can improve safety in the country's burgeoning energy sector, and it's great to extend that to members of the Brazilian Navy too.

"The standard method of transfer offshore in the region is by helicopter and traditional rope baskets are commonly used in emergencies. However, Brazil's continuing commitment to exploring other methods of transfer is positive. It was great for us to demonstrate the safety and operational benefits of our products." Lord Provost of Aberdeen George Adam said: "I was delighted to meet the visitors from the Brazilian Navy and those working for **Reflex Marine**. It's always a pleasure welcome visitors from Brazil to our city.

"Our strong relationship with Brazil, which is experiencing considerable growth in its energy sector, is very important to Aberdeen and the North-east. Brazil is an important market for many of our businesses and the interest shown by the Navy is clear evidence of the high esteem in which the skills, knowledge and expertise Aberdeen boasts in all aspects of the industry are held worldwide. "I believe the visit to Aberdeen was productive for everyone involved. The Navy officers were very complimentary about the tests they had witnessed and about the Reflex Marine product range. I hope this results in a productive business relationship." Gordon McIntosh said: "This visit from the Brazilian Navy, as the accredited body for offshore safety in Brazil, is extremely significant for the Aberdeen oil and gas industry's growing reputation in that country.

"Over the past 14 years we've worked closely with partners from Brazil to grow opportunities in this fast developing marketplace." Reflex Marine has established a number of accredited service centres for FROGs and TOROs around the world. These service centres offer stock, spares, rental services, inspection and maintenance and training to exacting standards set by Reflex Marine. The FROG-XT, an evolution of the current FROG capsule, was launched earlier this year and captures over 20 years of Reflex Marine's vast learning and experience.

# QUEEN OF ONIME DELIVERED



On 9th Dec 2013 on site at Fujian Mawei Shipbuilding, Fuzhou SE China, **MARINE ASSETS CORPORATION LTD (MAC)** successfully completed the delivery of Hull No 619-39. To the proud new owner Mess **BENEPROJECT** OF NIGERIA.



The delivery ceremony and blessing was attended by Mr Oghoore Collins representing the Owner, and **Mark Reeves** acting for MAC in the presence of the Nigerian Ambassador to China, His Excellency Alhaji Tanko Sulaiman and Mr Philip Nkwocha of Fidelity Bank Plc Nigeria. The vessel will sail to Nigeria by the end of Dec under her new name of **QUEEN OFONIME.**



# Nordic Shipholding: Update on cash position and board of directors

Since **Nordic Shipholding A/S's** (the "Company") announcement of its interim report for Q3 2013 on 28 November 2013, the Company's cash position has deteriorated due to irregular payment under a pool, delayed insurance payment relating to the Company's vessel Nordic Ruth and increased costs relating to the ongoing restructuring, thus creating a need for further liquidity. Such liquidity has been made available on an interim basis by the Company's lending banks. The lending banks have granted a deferral on interest payments on the Company's loan facilities.



Further, with respect to the insurance payment relating to **Nordic Ruth**, the Company has received information to the effect, that the insurance payment may be reduced.

The Company continues to work towards a completion of the conditional restructuring agreement entered into on 22 November 2013 with **Nordic Maritime S.á.r.l.**, with the aim that such completion shall take effect before year-end. To this end an extraordinary general meeting is held in the Company on 17 December 2013. In the Company's announcement no. 9/2013 from 22 November 2013, it was mentioned that as part of the restructuring, the group's vessels will be transferred to new 100% owned subsidiaries of the Company established in Singapore. For practical purposes this transfer has been delayed and is now expected to be effected in 2014.

Erik Bartners, Mogens Buschard and Saravana Sivasankaran, all being current members of the Company's board of directors, have informed the Company that following a successful completion of the restructuring they expect to resign their respective board positions in the Company. **Source: Nordic Shipholding**



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## DONG Energy placed order for drying systems for helicopter suits



**DONG Energy** is one of the leading energy groups in Northern Europe. Among their many operations are wind parks off in the North Sea, supported via helicopters. For this helicopter base **DONG Energy** placed an order with **Pronomar** for one of our established, efficient **Pronomar – Top Trock drying systems** for the drying of helicopter suits. In total 28 helicopter suits, survival suits, overalls, jackets and trousers

can be dried on our form-fitting stainless steel drying systems. Drying is done with a lot of warm air, provided by our powerful yet energy-efficient warm-air blower, which blows the air directly into the suits via nozzles to even the hardest-to-access-places such as shoulders, arm pits and back and drying them perfectly from the inside out. Proper drying on a regular basis prolongs the lifespan of the costly suits but also helps to increase well-being and motivation among the pilots.

**Pronomar** is very pleased about this order and trust the drying systems will fulfil their required task as efficiently as the pilots fulfil theirs.





The **VOYAGER OF THE SEAS** berthing at Picton New Zealand on Saturday 14th December.

Photo : Dianna Robjohns ©



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& **Jo-Ann Coster**  
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## NYK wins eco award for air lubricated hull



2013, the largest environmental exhibition in Japan, and attended by NYK managing corporate officer Yasuo Tanaka; Iwashita Tatsuro, director and general manager of the Design Dept. at Oshima Shipbuilding; and Makoto Igarashi, president of MTI.

The air-lubrication system effectively reduces CO2 emissions, thanks to fuel savings generated by use of bubbles generated by air released from the bottom of the vessel to lessen the frictional resistance between a vessel's bottom

An air lubricated hull system developed by Japan's NYK Group and Oshima Shipbuilding has added another top environmental award to an already lengthy list.

Yesterday, Japan's Ministry of Land, Infrastructure and Transportation Award, one of the highest awards in the eco-services category, was presented jointly to Nippon Yusen Kabushiki Kaisha, the Monohakobi Technology Institute (an NYK Group company), and Oshima Shipbuilding Co. Ltd. (head office: Saikai City, Nagasaki Prefecture) in recognition of the NYK Group's use of the energy-saving air-lubrication system on its vessels.

The awards ceremony was held in Tokyo at Eco-Products



and the seawater. In 2010, an air-lubrication system that features a blower that provides air to the vessel bottom was installed on two NYK Group module carriers. A system using the vessel's scavenging air was subsequently developed and installed on a new coal carrier in 2012, demonstrating the viability of a system for large vessels with deep drafts. The NYK Group is now looking to equip newly built car carriers with this eco-friendly system. Based on its environmental management vision — "to contribute to the global environment and the creation of sustainable societies by managing environmental risks and arriving at an optimal balance between environment and economy" — the NYK Group has become a tireless promoter of the development of innovative technologies and devices to improve vessel operation and thus reduce negative environmental impacts. Equipping vessels with air-lubrication systems has been highly commended both in Japan and abroad as an approach leading to the prevention of global warming. [Source MarineLog](#)



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The **PACIFIC DOLPHIN** anchored off Singapore last Friday – [Photo : Piet Sinke ©](#)  
[CLICK on the photo](#) to view the High Res version

## Cargill buys stake in Novorossiysk terminal

Cargill has acquired a minority stake in deep sea port terminal in Russian southern port of Novorossiysk, the Company said Thursday in a press release. Cargill has purchased a 25 per cent plus one share indirect interest from DeloPorts Limited in its subsidiary, OAO "Kombinat"Stroykomplekt" ("KSK").

"We are pleased to announce this partnership with DeloPorts Limited," said Andreas Rickmers, head of Cargill's grain and oilseeds operations in Europe. "This strategic investment is in line with our intention to grow our operations in Russia. It is our first investment in a Russian port on the Black Sea and will strengthen our offering to the market, providing a channel to connect our Russian grain operations to the rest of the world." Rickmers continued: "Securing this vital step in their supply chain will also benefit Russian farmers, providing them with reliable access to global

markets for their crops. It forms part of our growing focus to offer our farmer customers a range of services, advice and financial tools.”

The KSK facility has the capacity to handle 3.5 million metric tons of grain per annum. Cargill will use a portion of the volume capacity and the remaining volume will be available in the market. Cargill will also continue to use various port facilities throughout the Black Sea region to serve its customers around the world.

This latest investment follows Cargill's announcement in September 2013 that it has begun constructing a new sunflower oil crush plant in the Volgograd region of southern Russia. The port will add to Cargill's global network of grain and port facilities, including a joint venture in the Romanian port of Constantza on the Black Sea. It will allow the company to better leverage its global operations in order to feed a growing global population, supporting the movement of staple crops to areas around the world where they are most needed.

“This investment is mutually beneficial for the parties involved,” said Natalia Orlova, Cargill's country representative and head of its food business in Russia. “It is an important element of our growing footprint in Russia, where we have been operating since 1991. We have invested more than US \$ 900 million across our portfolio of businesses in the country, making Cargill a leading investor in the agricultural sector.”



The **KING HADLEY** in Rio Grande – Photo : Marcelo Vieira ©

## Russia to sell state-owned stakes in three shipping companies

State-owned stake (25.5% of authorized share capital) in **Murmansk Shipping Company** has been put up at auction, the Federal Agency for State Property Management (Rosimushchestvo) said on Friday.

The auction is organized by Russian Auction House. Suggested Opening Bid (SOB) of the state-owned stake is RUB 700 million (\$21.2M), minimum price - RUB 350 million.

Besides, the state property manager put up for sale: a state-owned stake in Northern Shipping Company (20%), SOB – RUB 200 million (\$6.1M), minimum price – RUB 100 million; a stake of 31.2% of share capital of the shipping company, SOB – RUB 65.5 million. At the previous auction, the SOB for the same stake was RUB 80 million.

Submission of applications by bidders to participate in three auctions is open on December 13 2013. Submission deadline is December 17, 2014. The auctions are scheduled to be held on March 18, 2014.

JSC Murmansk Shipping Company (MSCO) is an integrated corporate structure, which comprises the fleet of three Russian operators: JSC Murmansk Shipping Company, JSC Northern Shipping Company, JSC Northern River Shipping Company with a total deadweight of about 2 million tonnes. The share of the Russian Federation in the authorized capital of MMP is 25.5%. LLC Arctic Technology holds 62.7% of shares. The authorized capital is RUB 943,454 (ordinary shares in uncertificated form) State registration No: 1-01-00088-A. The nominal value of a share RUB 1. As of 18 June 2013, there were 1374 employees in the company.

JSC Northern Shipping Company is a largest operator in Russia's northwest region. The company specializes in maritime transport worldwide, including shipping along the Northern Sea Route. The Company owns and operates a



fleet of 41 vessels of different types (23 cargo ships, 10 dredgers and 8 auxiliary vessels and 7 chartered ships). The Company operates a fleet of multipurpose dry bulk carriers of DWT ranging 2,500 to 14,000 tonnes, transporting all kinds of dry goods, including radioactive and hazardous ones.

JSC Northern River Shipping (part of Murmansk Shipping Co Holding) is one of the largest transportation companies of the European North of Russia, engaged in transportation of goods and passengers by inland waterways, in short sea shipping. The Company currently operates about 200 inland and mixed "river-sea" ships. Annual traffic volume reaches more than 7,000 tonnes. **Source : PortNews**

## Scavengers loot sunken Navy ship

Scavengers are looting the wreck of an Australian World War II navy ship which may still contain the remains of the hundreds of sailors aboard when it sunk off the Indonesian coast. Claims scrap merchants were stripping the **HMAS Perth** first aired in September and have since been investigated by Defence.

"Following some very good comparative analysis of 2009 and 2013 imagery of the wreck ... Navy was convinced that the allegations of systematic salvage had some basis," Defence said in a statement. "Further allegations also indicated that salvage activity may be occurring on British, Dutch and American warship wrecks throughout the South East Asian region." A total of 686 people were aboard **HMAS Perth** when it was sunk in the Sunda Strait between Sumatra and Java by Japanese torpedoes in 1942 and at least 355 Australians went down with it. A professional diver on Friday told the ABC there were signs of salvage activity on the wreck. "Compared to previous trips I had made, the extent of commercial-scale salvaging was immediately obvious," he said.

Navy chief Vice Admiral Ray Griggs has written to the head of the Indonesian Navy about the scavenging and government staff are working with Indonesian officials, Defence said. The federal government is being urged to claim HMAS Perth as a war grave. This would enable the government to protect it from further damage, but Australia and Indonesia are yet to ratify the UNESCO Convention on the Protection of Underwater Cultural Heritage, a treaty obliging the preservation of such sites. The last surviving officer of **HMAS Perth**, Gavin Campbell, said he was appalled by reports of the salvaging.

"The remains of the crew are still there and should be treated as a war grave ... If the navy and the government have been aware of it, shame on them for not taking action to stop it," the 92-year-old told the ABC. **Source : NineMsn**

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## Crowley ships needed relief supplies to Philippines following typhoon Haiyan

As one of the warehouse and logistics facilities contracted by the United States Agency for International Development (USAID) to provide pre- and post-disaster relief commodity storage services for the United States, **Crowley Maritime Corporation's** Miami-based logistics team rapidly deployed emergency aid commodities for the Philippines last month in the aftermath of Super Typhoon Haiyan, the company said in its press release.

Less than four hours after notification on Nov. 11, Crowley's logistics team loaded 86 pallets of inventoried food items onto six trucks for delivery to the Miami International Airport, where they were transferred to an emergency flight destined for the devastated region. On late Friday that same week, Crowley received an additional request for 411 pallets of hygiene kits and five-gallon water jugs to be urgently delivered to the airport. As the trucks were preparing to depart, however, the Crowley team was notified that no flights departing for the Philippines were available. Working quickly, Crowley utilized its inland trucking group to instead transfer the seven truckloads over the road for delivery to New York's John F. Kennedy International Airport by Monday morning, meeting USAID's expectations.

The **Crowley logistics team** remains on standby for additional shipments that may be required, including requests for other needed supplies, such as tarps and blankets. "We are very proud of the Miami team's ability to respond quickly and deploy creative solutions during a time of great need," said Crowley's Ken Black, director, logistics. "Delivering tens of thousands of relief supplies by air is never an easy task, but Crowley was able to tap into its company-wide resources and deliver the materials to the airports on schedule and without major delays."

Crowley's Miami warehouse is a distribution center for USAID relief supplies held for disbursement. Supplies are frequently called for, on an emergency basis, following natural disasters or in response to foreign governmental requests for assistance from the people of the United States. Once a shipment request is made, Crowley has only hours to pull and load the relief supplies for transit. To date, the company reports a 100 percent success rate in handling such requests.

"This type of effort is an area in which Crowley excels," said Crowley's Frank Larkin, senior vice president and general manager, logistics. "Our company is one of the few that can manage the entire logistical chain, including integrating the services of our liner group when necessary. As the sole manager of the USAID's Miami warehouse and logistics facility, we've orchestrated humanitarian efforts throughout the world, helping USAID respond to all types of natural disasters – from floods in Pakistan to the devastating 2010 earthquake in Haiti."

**Crowley** currently maintains both inventory and reporting processes allowing USAID representatives access to real time supply lists. From these lists, USAID can make shipment decisions following situational assessments from personnel stationed within the disaster area. Once agency approval from Washington D.C., is obtained, Crowley receives the request and delivers the supplies for transportation.

Haiyan, which made landfall in early November with the strength equivalent to a strong Category 5 hurricane, has been billed as one of the most powerful storms to ever make landfall in recorded history. Devastating portions of Southeast Asia, more than seven million people were directly affected, with more than 5,700 lives lost.

Jacksonville-based **Crowley Holdings Inc.**, a holding company of the 121-year-old **Crowley Maritime Corporation**, is a privately held family and employee-owned company. The company provides project solutions, transportation and logistics services in domestic and international markets by means of six operating lines of business: **Puerto Rico/Caribbean Liner Services, Latin America Liner Services, Logistics Services, Petroleum Services, Marine Services and Technical Services**. Offered within these operating lines of business are: liner container shipping, logistics, contract towing and transportation; ship assist and escort; energy support; salvage and emergency response through its **TITAN Salvage** subsidiary; vessel management; vessel construction and naval architecture through its **Jensen Maritime** subsidiary; government services, and petroleum and chemical transportation, distribution and sales. **Source : PortNews**

## NAVY NEWS



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## Akula-Class Nuclear Subs' Overhaul Could Take Decade – Shipyard



The overhaul of Russia's fleet of third-generation **Project 971 (Akula class)** nuclear-powered attack submarines could take at least a decade, the **Zvyozdochka shipyard** said Friday. "The planned modernization schedule [for each boat] is at least three years," Zvyozdochka general director Vladimir Nikitin said in an exclusive interview with RIA Novosti. The first Akula-class boat, the Leopard, is already being upgraded at the shipyard, but the work on that vessel will take much longer compared with subsequent submarines because the development of the documentation and technological processes for the necessary repairs have not been yet completed, Nikitin

said. The overhaul will involve replacement of the electrical wiring, electronics, missile systems and other equipment. The upgraded vessels will also feature better "stealth" capabilities.

Together with **Project 885 Yasen (Graney) class** nuclear-powered vessels, they will constitute the core of the Russian fleet of nuclear attack submarines.

The third-generation Project 971 submarine was developed by the Malakhit Design Bureau in the 1970s-80s as an alternative to costly titanium-hull **Sierra class** vessels. A total of 15 submarines were built from 1984 to 2001 at the **Amur shipyard** in Komsomolsk-on-Amur and at the **Sevmash shipyard** in Severodvinsk. It is not known how many of them are still in service, but one of the subs, the Nerpa, has been leased to India for 10 years under the name **INS Chakra**. Akula-class submarines feature very low acoustic signatures and can carry up to 12 submarine-launched cruise missiles with nuclear warheads and a range of 3,000 kilometers (1,860 miles) in addition to anti-ship missiles and torpedoes. **Source : RIA Novosti.**

## Russia to Finish Slava-Class Missile Cruiser Refit in 2015



The Russian Navy missile cruiser **Marshal Ustinov** is expected to rejoin the fleet in 2015 following delays in the warship's refit, the **Zvezdochka shipyard** said Friday. The Marshal Ustinov, a Slava-class missile cruiser, was launched in 1982 and commissioned with the Russian Northern Fleet in 1986. It has been undergoing a refit at the Zvezdochka shipyard in northern Russia since 2011.

The completion of the work, which included repair of the propulsion system and overhaul of the ship's missile,

communications and navigation systems, was originally scheduled for 2014. However, diagnostics revealed that the majority of electrical cables on the vessel must be replaced, the yard said. "Taking into account the significant

expansion of repair work, we are planning to return the **Marshal Ustinov** to the navy in 2015," the shipyard's general director, Vladimir Nikitin said in an exclusive interview with RIA Novosti.

Nikitin said two other **Slava-class** missiles cruisers in active service with the Russian navy – the Black Sea Fleet's Moskva and the Pacific Fleet's **Varyag** – will also undergo scheduled maintenance and overhaul at Zvezdochka in future. The Slava-class cruisers were designed as surface strike ships with some anti-air and ASW capability, and have a primary armament of sixteen SS-N-12 Sandbox nuclear-capable supersonic anti-ship missiles. **Source : RIA novosti**

## New German frigate christened

The first of four new frigates for the German Navy was christened Friday at a ThyssenKrupp Marine Systems' facility in Hamburg, the company announced. The **Baden-Württemberg**, scheduled for delivery in 2016, is a first-of-class vessel being built by the ARGE F125 consortium, a ThyssenKrupp Marine Systems joint venture with Friedrich Lurssen shipyard in Bremen.

A total of four F-125 frigates are being built in cooperation with Blohm+Voss Shipyards in Hamburg for a total value of \$2.75 billion. "The F125 is a completely new type of frigate with numerous technological innovations which will secure a solid basic workload for the shipyards involved in the coming years and help the German naval shipbuilding industry maintain and expand its leading position in key technologies," said Dr. Hans Christoph Atzpodien, chief executive officer of parent company ThyssenKrupp Industrial Solutions AG and chairman of the Supervisory Board of ThyssenKrupp Marine Systems GmbH.

The Baden-Württemberg and sister ships will be about 489 feet long, displace more than 7,000 tons and have a maximum speed of 27 knots. The ships will replace the German Navy's Type-122 frigates. **Source : UPI**

## SHIPYARD NEWS



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## JMU and IHI agreed on the joint development of IHI-SPB Tank for LNG Fueled Large Container Vessels for United Arab Shipping Company

**Japan Marine United Corporation (JMU)** and **IHI Corporation (IHI)** agreed on the joint development of LNG fuel tank and supply system for LNG fueled container vessels for **United Arab Shipping Company (UASC)** headquartered in Dubai, UAE. These vessels are the UASC's current newbuilding order of five 14,000 TEU vessels with six options and five 18,000 TEU vessels with one option made to the Korean shipbuilding company, **Hyundai Heavy Industries, Co., Ltd (HHI)**, the company said in its press release.

The Self-supporting Prismatic-shape IMO type-B LNG tank system (IHI-SPB Tank) developed and owned by JMU and IHI has been selected as the LNG fuel tank by UASC, and JMU will perform engineering for IHI-SPB tank and IHI will study the constructability of IHI-SPB tank. The Approval in Principle (AIP) from UASC's designated classification society, DNV-GL, will be obtained for IHI-SPB tank and Fuel Gas Supply System (FGSS) to be developed by HHI for AIP. The retrofit of the IHI-SPB Tank and FGSS will be performed once the infrastructure is in place to enable LNG



supplies in major ports of call for these container vessels, however, these vessels will be designed to be constructed in such a way that IHI-SPB Tank and the FGSS can be installed with minimum work volume and period. These are the first large Asia-Europe trade container vessels in the world to plan LNG fuel.

IHI-SPB Tank has been originally developed as the cargo containment system for the large-scale carriers and/or floating production facility of LNG. Other than such use, IHI-SPB Tank is also quite efficient system for LNG fuel tank as IHI-SPB Tank can be designed in any shape and capacity to fit the hull form and complicated hold space as required. Due to this advantageous feature of IHI-SPB Tank, the number of LNG fuel tank and the relevant equipment can be minimized, and this contributes to minimize the cargo loss, the capital investment and operational cost. These features of IHI-SPB aluminum tank in terms of cost effectiveness as well as its reliability and robustness have been highly assessed by UASC.

In order to meet both of the following requirements, saving fuel cost and consideration for environmental issues, it is supposed that the number of LNG fueled vessels will be increased. JMU and IHI will contribute to the development of LNG fueled vessels with its unique technology, "IHI-SPB Tank". Source : PortNews

## 'Dokmaatschappij lamgelegd'

De onderhandelingen tussen de directie van CDM en de advocaat die lokaal de belangen vertegenwoordigt van de drie Cubanen, die in 2008 in De Verenigde Staten (VS) een bedrag van 80 miljoen dollar toegewezen kregen, zijn nog gaande. Het bedrag is inmiddels, inclusief de wettelijke rente, tot 120 miljoen dollar opgelopen.

"De druk op de Curaçaose Dokmaatschappij (CDM) is groot en het dok is lamgelegd, laat raadsman Arend de Winter desgevraagd weten. Dit nadat de advocaten de afgelopen maanden drie maal 'derdenbeslag' hebben laten leggen op betalingen van CDM-kanten, ter waarde van ongeveer 2 miljoen dollar.

Aangezien het Amerikaanse vonnis uit 2008 op Curaçao niet uitvoerbaar is, stelt De Winter dat er in landen waar CDM-kanten (schepen/rederijen) gevestigd zijn en waar dit wel uitvoerbaar is, derdenbeslag wordt gelegd op betalingen/gelden die de dokmaatschappij voor de geleverde diensten dient te ontvangen. "Aangezien men als klant niet bij het conflict betrokken wil worden, is de waarschijnlijkheid groot dat steeds meer rederijen ervoor zullen kiezen om niet bij het dok aan te meren", aldus De Winter.

Voorname ontwikkelingen zorgen voor een patstelling bij de dokmaatschappij, waarbij velen vrezen dat hierdoor faillissement van het overheidsbedrijf onafwendbaar is. "Ook loopt de Amerikaanse rechtszaak, opgestart in 2011, tegen het land Curaçao nog. Het land loopt hierbij ernstig risico aansprakelijk te worden gesteld voor de 120 miljoen dollar", aldus De Winter. Hij stelt dat het 'aantoonbaar is dat het land feitelijk de dienst uitmaakt binnen de Droogdokmaatschappij' en benadrukt dat 'het risico daarom reëel is'. De Cubanen spanden reeds in 2007 een rechtszaak aan wegens uitbuiting, waarbij ze door de Amerikaanse rechter – die meende dat er sprake was van moderne slavernij – in het gelijk werden gesteld. Het oorspronkelijke bedrag van 80 miljoen dollar werd hun gedeeltelijk toegekend als schadevergoeding en voor een deel in 'punitive damages' (punitieve schadeclaim, waarbij het doel niet is om de benadeelde in zijn of haar uitgangspositie te herstellen, maar om de benadelaar te straffen). De Winter: "Het is natuurlijk heel jammer dat het zover heeft moeten komen en dat men zich pas kort geleden bereid heeft getoond om de onderhandelingen aan te gaan, nadat er meermaals beslag is gelegd. Men heeft dus jarenlang geweigerd om om de tafel te zitten en tot een oplossing te komen. De drie Cubanen zijn bereid om bij een eventuele schikking genoegen te nemen met een bedrag dat veel lager is dan waar het Dok toe veroordeeld is. Laatst heeft de minister van Economische Ontwikkeling (Stanley Palm, Pais) uitspraken op de radio gedaan dat 'de overheid zeker geen 80 miljoen gaat betalen'. Ik wil daarover duidelijk stellen dat er genoeg ruimte is om te onderhandelen, maar deze Cubanen zijn vastberaden en zullen de zaak niet opgeven", aldus De Winter, die stelt er zich van bewust te zijn hoeveel hinder en belemmering de derdenbeslagen voor het overheidsbedrijf opleveren.

## Avondale Shipyard to cut workforce but remain open into 2014

Avondale Shipyard, once Louisiana's largest private employer, is going through another round of layoffs that will reduce the 75-year-old facility to a fraction of its former size. In its prime, the shipyard employed as many as 26,000. In 2010, when the defense contractor Northrop Grumman announced its decision to shutter the yard by the end of this year, Avondale's workforce was still about 5,000.

But while Avondale will not be shutting its doors this year, Beci Brenton, a spokeswoman for Huntington Ingalls, a spinoff company created by Northrop in 2011 to handle its ship building business, said in an email that Huntington

Ingalls laid off 208 workers Friday (Dec. 13) and will let go another 78 on Dec. 20. All of those being laid off, Brenton said, were given 60 days notice. When Avondale re-opens after the holidays on Jan. 6, the shipyard will have just 644 employees.

But amidst the layoffs, a new potential employment option has emerged. Huntington Ingalls recently told leaders of the Metal Trades Union, which represents hundreds of Avondale workers, that it intends to re-open the shipyard's former outfitting yard in Waggaman. The outfitting yard, where ships built at Avondale came to be modified and adjusted, closed in 2010 and is a fraction of the size of the Avondale yard. But Huntington Ingalls and union officials both say it's a positive step in an ongoing attempt to provide a future for some of Avondale's workforce.



"No employees have transferred yet," Brenton said, adding that the company intends to begin its set-up process at the Waggaman yard in January. But if the company manages to get the commissions that it has applied for from oil and gas companies in Waggaman, Benton said, the smaller yard could employ "between 200 and 250 people" for work similar to that performed at Avondale, such as welding and pipefitting.

"Most of the longer term employees have homes and families in Louisiana. It's not as easy for them to move away." -- Andrew Croome These employees would potentially move from the Avondale shipyard to Waggaman and be employed under a collective-bargaining agreement settled in October, Brenton said. The agreement, approved by the Metal Trades Council and the Metal Trades Department, runs through January 2019.

Since inheriting Avondale, Huntington Ingalls has struggled to reinvent it as a manufacturer catering to the booming oil and gas industry. In February, Huntington Ingalls announced that it was opening a new office in Houston as it worked to find a partner to capitalize on exploration in the eastern Gulf of Mexico.

The Waggaman yard covers 58.6 acres, with 6,000 square feet of office space and more than 81,000 square feet of production shop space. By contrast, the Avondale yard covers 268 acres with 1.4 million of manufacturing space.

But Ron Ault, president of the Metal Trades Department of the AFL-CIO, which represents hundreds of Avondale

workers, said the smaller location makes financial sense. "The facility is pretty much ideal for doing smaller construction work," he said. "It's more economical to do the type of commercial manufacturing they've got planned on a smaller footprint."

To provide other options for the scores of laid-off Avondale workers, Huntington Ingalls has offered a \$10,000 relocation plan to any former employee interested in moving to the company's headquarters in Pascagoula, Miss., the largest manufacturing employer in the state.

But the relocation plan has been less than successful, said Andrew Croome, the president of the New Orleans Metal Trades Council.

"A couple of the younger workers have moved to Pascagoula and found apartments there," said Croome, who worked at Avondale for 42 years before retiring in October. "But most of the longer term employees have homes and families in Louisiana. It's not as easy for them to move away."

Croome added that some employees experimented with the 120-mile drive from New Orleans to Pascagoula, before concluding that it was impractical. Many workers within retirement age have decided to retire instead, he said.

Local officials say they continue to seek out ways of securing a future for Avondale and its employees.



"I can confirm that both the state and Huntington Ingalls are working aggressively to nail down a solution that would keep the facility open for the foreseeable future," said Stephen Moret, the secretary of Louisiana Economic Development. "We have introduced (Huntington Ingalls) to a significant number of potential customers.

"Unfortunately," Moret added, the company "has not yet been as successful as we and they had hoped in securing new work for Avondale."

Croome said that many maintenance workers, electricians and welders laid off by Avondale have found work in other industries, such as construction of the new hospital complex in Mid-City. Shipfitters, however, may find it harder to find work, he said.

"A lot of the older guys spent their whole lives cutting the metal to put the ship together," he said. "That's a dying craft, I believe." The last ship to be built at Avondale, the 684-foot warship Somerset, was delivered to the Navy in October. Since then, Avondale's remaining employees have been at work building units for the next ship in the Navy's amphibious transport dock program. That ship is being assembled in Pascagoula.

Work on the vessel is expected to be finished in the third quarter of 2014. Beyond that, the future of Avondale remains unclear. **Source : NOLA**



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## Meteghan River shipyard building fourth ferry for Halifax-Dartmouth service



**A.F. Theriault & Son Ltd.**, won the \$4.16 million contract earlier this year and anticipates an April 1 delivery of the new passenger ferry—the fourth for Metro Transit's cross-harbour service. The 79-foot ferry will permit Metro Transit to double the peak hour service and add new off peak service on the Woodside route. The service improvements cannot be achieved with three existing vessels.

Gilles Theriault, general manager of the Meteghan

River boatyard, emphasized last week that the project is important to southwestern Nova Scotia. "We are proud to be building this ferry here, keeping jobs in Nova Scotia and workers in rural Nova Scotia. The project includes work for all the trades—welding, fitters, plumbers, carpenters and electrical workers," he said. This is the first time **A.F. Theriault**

**& Son Ltd.** has built a ferry for the Halifax Regional Municipality, but there may be more in the future. The previous ferries in Halifax are approaching the end of their economic lifespan, according to HRM council information.

Two of the existing ferries were constructed in 1978 and the newest was built in 1986. This fourth ferry is viewed as the initial step in a new build program. HRM has \$4.9 million remaining in ferry reserve fund, enough for another boat.

Drawings and engineering for the ferry now under construction were done by **E.Y.E Marine Consultants**, who also designed and managed construction at **Pictou Industries Ltd.** of the previous three vessels. **A.F. Theriault & Son Ltd.** is one of the largest private boatyards in Atlantic Canada, and since 1938 has built over 600 vessels of up to 150 feet.

## Livestock Carrier Delivered by China Shipyard



**COSCO (Guangdong) Shipyard Co.** a subsidiary of the **COSCO Shipyard Group** say they have delivered the 4500 cu.m specialized livestock carrier, "**GANADO EXPRESS**" to **VROON**. The new vessel measures 134.8 meters in LOA, 19.6 meters in breadth and 9.6 meters in depth.

**COSCO Corporation** has one of the largest ship repair, ship building and offshore marine engineering operations in China. A diversified group with activities also in dry bulk shipping, shipping agency and other sectors, it is the SGX Mainboard-listed subsidiary of **China Ocean Shipping (Group) Company ("COSCO Group")**, China's largest shipping group. Source : **MarineLink**

## STX Finland secures much-needed financing

The struggling shipbuilder **STX Finland** has secured the financing needed to construct a second cruise liner for the Germany-based shipping company **TUI Cruises**. **STX Finland** deputy chief executive Kari Anttila confirmed that the vessel will be built at the **Turku shipyard** in southwest Finland. STX Finland deputy chief Kari Anttila told Yle late Friday night that the company had succeeded in securing a financing package that would allow it to build a new cruise liner for TUI Cruises.

The Finnish shipbuilder's Turku dockyard is currently working on a previous order for **TUI Cruises**, a vessel to be dubbed Mein Schiff 3, which is due to be completed in spring 2014. Getting the much-needed financing in place will provide a life-saving shot in the arm for STX Finland since the company had no other projects on its order books.

"It is positive that we managed to complete the financing deal," Anttila told Yle. However he declined to provide any details about the funding agreement.

### Navigating stormy waters

The finances of **STX Finland** began to founder late in 2012 when it lost a lucrative order for an Oasis-class luxury cruise liner to a sister shipyard in France, because it could not come up with the financing for the project.

The company faced financial ruin as it was not able to secure the required funding from the Finnish government, or from its similarly cash-strapped parent company, the South Korean shipbuilder STX.



After a failed bid to raise cash by selling an affiliate **STX Pan Ocean**, the company announced in September that it would shut down its Rauma shipyard by 2014, redlining 600 jobs in the process. Securing financing for the second TUI vessel now ensures that **STX Finland** will be able to keep the Turku shipyard afloat at least into 2015. Source : YLE uutiset

## ROUTE, PORTS & SERVICES



The **HYUNDAI TOGETHER** arriving in Rotterdam – Europoort - Photo : Paul Gerdes ©

## World's first marinised Distributed Acoustic Sensing system from Optasense

Proven onshore technology to go offshore to target growing deepwater and subsea market

**OptaSense**, the global leader in distributed acoustic sensing (DAS), is to develop the world's first fully marinised and qualified DAS system in a joint programme with Shell.

The **OptaSense Subsea-DAS™ system**, which will be deployed in water depths of up to 10,000ft, will take OptaSense's proven onshore DAS technology to the offshore oil and gas industry, allowing highly accurate acoustic data acquisition for the first time in this sector.

The technology is expected to have a significant impact on the rapidly growing international subsea oil and gas market which is forecast to double in size in the next five years to up to \$70 billion (£43 billion) a year\*.

The Subsea-DAS™ system will provide acoustic data for a wide range of subsea and deepwater applications including pipeline surveillance and leak detection, geo-positioning, in-well monitoring, subsea assembly condition monitoring and

permanent reservoir monitoring. The multi-application device will include functional and technical parameters configurable in software, thereby avoiding different hardware for settings or functions.

The marinisation process will require the re-engineering of OptaSense's existing DAS interrogator unit to reduce its size to fit into a pressure canister. The modified opto electronics will be tested to ensure they meet the stringent temperature, vibration, shock and electrical certifications required of subsea equipment.

The companies anticipate that the **Subsea-DAS™** unit will be ready for demonstration by mid-2014. Magnus McEwen-King, Chief Executive of OptaSense, said: "In collaboration with Shell we are very pleased to be able to produce the Subsea-DAS™ system.

The search for oil and gas is taking the industry into ever deeper and more challenging environments. The global deepwater and subsea market is large and is forecast to grow rapidly. Producing a marinised version of our technology will enable OptaSense to extend the use of our already proven onshore distributed acoustic sensing capabilities into the growing subsea sector. We fully believe, given our considerable experience gained using DAS on land, that we will be able to make rapid progress in developing and commercialising our technology for this market.

I am particularly pleased that Shell has taken a leading role in helping to develop this work. "

OptaSense has achieved considerable onshore success with its leading DAS technology, which has been applied in a wide range of applications including microseismic monitoring. The company continues to innovate on all aspects from hardware performance, software and data interpretation. With commercial services available in hydraulic fracture profiling, production flow monitoring and vertical seismic profiling (VSP), OptaSense is transforming the industry's ability to understand in real-time what is happening along the well bore and beyond.

OptaSense's chief technology officer Dr David Hill said: "The marinisation of the **OptaSense DAS** technology will provide us with the capability to develop a range of applications for which DAS is particularly suited.

With these capabilities, we shall be able to extend our industry-leading pipeline monitoring and leak detection abilities to subsea pipelines, permanently monitor subsea wells for flow and micro seismic activity, provide on-demand subsea VSP measurements, continuously monitor the condition of rotating machinery in subsea assemblies and develop a low-cost solution for permanent reservoir monitoring.

The Subsea-DAS™ programme gives us the opportunity to further reduce the size and power requirements of DAS systems while increasing its reliability through the hardening of the components to temperature vibration and shock effects." "QinetiQ is recognised as world leaders in maritime, whether it be naval architecture, acoustic signatures, systems integration or test and evaluation at its leading edge facilities. Being able to utilise this for qualification testing has been important to our success and now means QinetiQ Group is able to provide a complete solution to the subsea market from design to qualification. The development of **Subsea-DAS™** adds to the world renowned heritage of QinetiQ's maritime business and enhance it still further."



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## Gas from Baltic LNG project may be exported to Spain

Liquefied natural gas (LNG) from Gazprom's project "Baltic LNG" is intended for export, particularly to Spain, Gazprom said Thursday in a press release. Yesterday a working meeting between Alexey Miller, Chairman of Gazprom's



Management Committee and Marcelino Oreja, Chief Executive Officer of Enagas was held at the headquarters of Russian gas monopoly.

The parties considered the possibilities of cooperation in liquefied natural gas supplies, particularly from the Baltic LNG project to the European and Latin American markets. The meeting noted that Spain had a potential to become one of the major consumers of LNG from the project.

Gazprom successfully develops the LNG sales and transportation segments. At present, Gazprom supplies LNG to more than ten countries. The Company's goal is to build up its presence in the promising markets, to be achieved, at first place, through increasing its own production. The Vladivostok-LNG project, which has an annual production capacity of 10 million tons with the potential for further expansion, entered the investment stage in February 2013. The project Investment Rationale will be completed in the first half of 2014. The plant with the capacity of up to 10 million tons a year will start commercial production in 2018.

Enagas is the main gas transmission company in Spain. In addition to managing gas transmission systems, the company deals with LNG regasification. The company's assets include four LNG regasification terminals as well as a 40 per cent stake in three regasification terminals in Spain, Mexico and Chile. Enagas also operates three underground gas storage facilities with an aggregate capacity of 5.8 billion cubic meters. In addition, the company owns a gas network connecting Spain with France, Portugal and North African countries. **Source : PortNews**

## **The Modesta Victoria in Lake Nahualuapi - Bariloche South of Argentina**



The **MODESTA VICTORIA** was built in 1937 in Amsterdam and transported totally disarmed to the south of Argentina and reassembled over there. Finally November 10th - 1938 she was launched again, no small accomplishment considering the distance and lack of roads in that



time. She can carry upto 350 passengers for day trips on the lake and beautifully maintained still going strong!!! **Photo's : Paul A.M. Braeken © [www.deltadock.com](http://www.deltadock.com) - [www.delguazu.com](http://www.delguazu.com)**

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The **VITIS** (ex **DUTCH NAVIGATOR**) moored in Dordrecht – Photo : Cees de Bijl ©

## Dredging Corp awaits ministry nod for Dubai business plan

**With increased competition from international dredging firms, DCI stands to lose out a big opportunity unless it upgrades**

The **Dredging Corporation of India (DCI)**'s proposal to deploy its fleet in Dubai has found no takers in the shipping ministry yet. Instead, the company has been told to focus on dredging in India, before venturing outside.

The company is still struggling to recover about two-thirds of its annual revenue from **Sethusamudram Corporation Ltd (SCL)**. The total dues stand at Rs 426 crore. DCI had employed all its dredgers in the Sethusamudram project in 2006, when T R Balu was shipping minister.

In 2012, when Mukul Roy was minister of state for shipping, DCI had shifted most of its equipment to Kolkata Port Trust, though it is yet to receive the full payment.

It is expected the Dubai contract will help DCI strengthen its balance sheet. "We will get foreign exchange from the project, which will help us in writing off our loan," said D K Mohanty, DCI chairman. Currently, the company has a loan of Rs 1,000 crore, which it had taken for acquisitions. DCI has to bear a monthly outgo of Rs 160 crore towards repaying this loan.

Dredging is one of the crucial and primary requirements for strengthening the country's port infrastructure. DCI enjoys the tag of being the preferred dredger for the 12 major ports and the Indian Navy. Under the overall strategy for the maritime sector, all ports have to increase draught to 14 metres and, subsequently, to 16 metres.

With increased competition from international dredging companies, DCI stands to lose a big opportunity, unless it upgrades. DCI has a fleet of old dredgers and high labour costs. Since the company no longer enjoys the first right of refusal or the 10 per cent preference for government contracts (which it did a couple of years ago), it has been exposed to competition from private and international firms.

The biggest challenge for DCI has been collecting dues from various ports.

DCI also stares at losing trained manpower to private dredging companies. "Government companies are a training ground. DCI has a lot of strengths. We have knowledge of Indian waters, good equipment and good manpower. We have bagged tenders at Kandla and Kochi ports and hope to build our efficiencies," Mohanty added.

Every year, the Union Budget allots funds to various ports for dredging projects. The amount is used to pay DCI. The shipping ministry was allotted Rs 137 crore for capital dredging at the Tuticorin and Chennai port trusts. This year, no



allocation was made for the Sethusamudram project. The government had appointed an arbitrator to settle the claims made on SCL for dredging works, foreign exchange variation, fuel escalation, environmental monitoring claims, etc, in respect of the Palk Strait and Adams Bridge area of the Sethusamudram project.

Currently, DCI has 15 dredgers, with an average age of 25 years. This year, it acquired two new dredgers and expects the delivery of a third in February 2014, from the Netherlands. The company has dredging capacity of 70 million cubic metres a year. **Source : Business Standard**

## River Princess debris removal to start on Dec 25



**Arihant Ship Breakers** will start work on removal of the remaining portions of the MV **River Princess** on December 25. Sources said the monitoring committee appointed by the Bombay high court bench at Goa, met at the secretariat on Wednesday. Representatives of Arihant made a presentation at the meeting on how they propose to go about removing the debris of the ship. The meeting was chaired by Parimal Rai, principal secretary, government of Goa. Following the meeting, the tourism department is expected to shortly issue the work order.

**Arihant** has already provided a bank guarantee of 10 crore as part of their contract. The work is expected to be completed in 70 days, and will be monitored by Goa Shipyard to ensure that nothing remains on the seabed off Candolim.

Fermino Fernandes of the River Princess Hatao Manch also attended the meeting. The Goa bench of the Bombay high court had directed the state government to remove the grounded ship following a petition filed by the **River Princess** Hatao Manch which was formed by residents of Candolim who were facing erosion of their beachside land because of the grounded ship. **Arihant Ship Breakers**, who were given the contract to remove the ship, had submitted a completion report in May 2012, claiming that they had removed all parts of the grounded vessel. A subsequent survey by the NIO had discovered that substantial portions of the ship were buried under the sand. Following this, Arihant had submitted a fresh proposal to remove the remaining debris. **Source : Indiatimes**

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## MARITIME ARTIST CORNER



The **EVER SIGMA** moored in Rotterdam is the latest watercolour by Maritime Artist **Ronald van Rikxoort** © [www.artabc.nl](http://www.artabc.nl)

## .... PHOTO OF THE DAY ....



The **TSM ALBATRE** outbound from Rotterdam enroute Maassluis – Photo : **Jan Verhoog** ©