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**The COSTA SERENA arriving in Haifa – Photo : Peter Szamosi (c)**

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The **BEN BADIS** arriving in Rotterdam Nijlharbour – Photo : Marco Breen (c)

## ‘Costa Concordia cruise liner could be re-floated by June’

The shipwrecked **Costa Concordia** cruise liner could be re-floated by June 2014, the engineer overseeing the long-delayed salvage operation off the Italian island of Giglio said on Saturday.

He said giant tanks that will help float the ship will be fixed to its side by April, mirroring the ones already welded to the other side before the 290-metre (951-foot) ship was dragged upright in September. "This would allow us to re-float the ship by June," Franco Porcellacchia told local residents on Giglio, Italian media reported, although he emphasised that it would be "a delicate and weather-sensitive operation".

"I am extremely confident," Porcellacchia said. He said the ship could then be towed to a nearby port, or part of the way there and then carried by the semi-submersible Vanguard heavy lift ship, which is usually used to transport offshore rigs.

There is still no agreement over what port the **Costa Concordia** could be taken to for the lucrative scrapping operation and the most frequently mentioned option, nearby Piombino, cannot take in such a large ship. The Costa Concordia crashed into Giglio on the night of January 13, 2012 as it was attempting a risky salute manoeuvre close to some rocks just off the shore. The ship keeled over with 4,229 people from 70 countries on board, and hundreds were forced to jump into the sea during a panicky evacuation.

Thirty-two people lost their lives in the disaster. The salvage operation for the **Costa Concordia**, which belongs to cruise ship operator Costa Crociere, is the biggest ever attempted for a passenger ship. **Source : zeenews**

## Amorella accident investigation started on Monday

An investigation into the Viking Line ship that ran aground in the Åland islands is getting underway. A group of investigators officially began their probe on Monday. The Viking Line ferry **Amorella** ran aground on Saturday shortly



after it lost power in the eastern Åland archipelago. Investigators will try to determine why the ship's backup power generation did not kick in after the blackout. Lead Investigator Risto Haimila from the Safety Investigation Authority says that his team will make a decision on the form of the investigation on Monday. They are currently establishing links with the company and collecting background information. "After that, the investigation will get going," said Haimila.

The key question is why backup power did not restore steering for the ship before it ran aground in the shallow archipelago waters. The investigators will examine **Amorella's** procedures, the situation on Saturday, and the ship itself. "The investigation will start and proceed according to its own process," said Haimila. "Hopefully we'll then clarify what happened here and in that way promote safety in the future." **Source : YLE**



Van Oord's TSHD **ROTTERDAM** operating in Darwin at the **Ichthys project** as seen from the TSHD **QUEEN OF NETHERLANDS** Photo : Danny Plug (c)

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mv "NEDLOYD VALENTINA" off Cuxhaven, taken in wonderful winter light.

Photo : Maik Ebel - [www.ship-photos.de](http://www.ship-photos.de) (c)

## Toespraak voor Algemeen Directeur Stena Line Holland, Pim deLange t.g.v. zijn a.s. pensionering per 1 januari

door kapitein Joop Herlé

a/b van de raderstoomboot **DeMajesteit** tijdens de rondvaart vanuit Rotterdam met SMZ/Stena gepensioneerd op 14 december 2013

**Beste Pim,**

Na de basis- en middelbare school:

- HBO opleiding Scheepswerktuigkundige
  - Grote Vaart rederij NieveltGoudriaan - gevaren als scheepswerktuigkundige.
  - Scheepswerf Niehuis & v/d Berg - Bedrijfsleiding
- Reparatie en onderhoud, o.a. SMZ schepen

1983:SMZ Inspectie Uitvoerende Dienst (Techn. en Naut. Dienst in één)  
Inspecteur UD B.Volmer

Veel technische vernieuwingen op de schepen en aan de wal vonden plaats.

Vlootvernieuwing en uitbreiding

Op vrachtgebied heb je heel veel met succes tot stand gebracht waardoor het RoRo vrachtvervoer aanmerkelijk is toegenomen. Dat was in tegenstelling tot de dalende passagiersaantallen mede de redding voor het voortbestaan van deze Noordzee veerdienst. Ik kan mij o.a. de volgende gebeurtenis uit die tijd nog goed herinneren:

1e Kerstdag is er geen afvaart. (Geen treinverkeer in Engeland, nu nog steeds niet!)



Stuurman van de wacht 1e kerstdag op de “**Prinses Beatrix**” in jaren 80 wil bezoekers a/b laten zien, hoe de boeg geopend en gesloten kan worden voor het laden en lossen van RoRo in U.K. Gaat hydraulisch in een speciale volgorde zodat eerst de zeevaste borging er af moet waarna de boeg d.m.v. een speciaal bedieningsconsole geopend kan worden. Maar helaas ging de bediening niet goed waardoor de zaak vast liep en de boeg ontzet raakte. Deze stuurman was nog maar kort in dienst en had de boeg ook nog niet eerder zelf geopend. Hij had echter in zijn zeevaartschooltijd, om wat bij te verdienen, bij een kermisbedrijf gewerkt en ervaring opgedaan in de bediening van kermisattracties. Dus verwachtte hij dit dan ook wel te kunnen, zo vertelde hij achteraf. Gevolg was dat Pim de hele 1e Kerstdag en avond met een aantal w.t.k's, een reparatieploeg en de onfortuinlijke stuurman in de boeg van de PB heeft doorgebracht om de zaak te repareren, want 2e kerstdag moest er weer gevaren worden met de PB. Dat is Pim, als hij zich ergens opwerpt rust hij niet eerder voordat de klus geklaard is. Mevr. de Lange zal het zich misschien ook nog wel herinneren want haar man die het vlees zou snijden, was er die Kerstdag dus niet. Pim heeft de onfortuinlijke stuurman tenslotte aangeraden om maarweer bij een kermisbedrijf te solliciteren. Dit is zo maar één van de gebeurtenissen uit de Mij Zeeland tijd. Je hebt wel voor hetere vuren gestaan nadat in 1989 de SMZ was overgenomen door: **Stena Line**

Was aanvankelijk geen gemakkelijke tijd i.v.m. deze overname. Vele o.a. in Zweden beraamde plannen moesten door jou in Nederland en in Engeland maar “even” ingevoerd worden. Door de vele ingrijpende wijzigingen in de werk omstandigheden aan boord en aan de wal destijds, was niet iedereen altijd aardig tegen je en andersom ook niet. Een goed manager maakt niet altijd alleen maar vrienden. Gelukkig waren deze strubbelingen meestal van tijdelijke aard en was er over het geheel een goede samenwerking (Teamwork dus op z'n Stena's) Dat je aan het begin van je carrière bent gaan varen en dus ook de nodige ervaring op de grote vaart hebt opgedaan, kwam je hierbij goed van pas. Je liet je dan ook niets wijs maken omdat je alle disciplines aan boord zelf hebt meegemaakt. Nadat er een aantal directeurs bij Stena H.v.H. in betrekkelijk korte tijd de revue hadden gepasseerd, vond de grote baas in Zweden uiteindelijk iemand in eigen gelederen met een brede ervaring op managementgebied in de scheepvaart, zowel technisch als commercieel. En dat was jij Pim ! Managing Director North Sea route van 1996 tot 2014 In die 18 jaar als algemeen directeur is er ook heel wat gebeurd en tot stand gekomen onder jouw leiding. Zowel welkome als minder welkome veranderingen vonden plaats om het voortbestaan van Stena op de Noordzee te bestendigen. De cruise ferry “**Koningin Beatrix**” ging helaas naar een andere route, bleef niet meer onder Nederlandse vlag en werd omgedoopt tot “**Stena Baltica**”. Daar stond tegenover dat de destijds grootste en snelste ferry ter wereld HSS “**Stena Discovery**” er voor in de plaats kwam. Een bijzonder knap en technisch hoogstaand ontwerp van Stena Zweden, dat in het begin nogal wat hoofdbrekens gaf voor een betrouwbare dienstuitvoering.



The **STENA DISCOVERY** arriving in Hoek van Holland during stormy weather March 20<sup>th</sup> 2004 –

Photo : Piet Sinke ©



Veel aanpassingen waren nodig voor zowel de bemanning van de HSS als de medewerkers aan de wal in Ned. en Eng. Het is meer een race vaartuig voor zeer snelle overtochten met goed weer dan een te allen tijde zeewaardig schip onder alle weersomstandigheden. Ideaal voor vakantiegevers in de zomer b.v. 10 jaar lang heeft de Discovery de passagiers-/ vrachtdienst op Harwich onderhouden, echter niet winstgevend en moest door de extreem hoog opgelopen brandstofkosten uiteindelijk uit de vaartgenomen worden. Geen man overboord want Pim en zijn medewerkers zorgden voor een nieuw concept. Nieuwe vrachtlijnen, eerst met schepen overgenomen van Svea Link uit Zweden, de Seatrader en Searider en wat later het charterschip **Rosebay** erbij, waren reeds opgestart. De destijds aangepaste ligplaatsen voor de HSS in H.v.H. en Harwich werden wederom Verbouwd voor de nieuwe super-vracht/passagiersschepen **Stena Hollandica** en **Stena Britannica**. Nog meer nieuwe vaarroutes kwamen erbij en bestaande andere ferrydiensten overgenomen. Er vonden grote verbouwingen en uitbreidingen van de Stena terminals in Nederland en in Engeland plaats. In 2002 werd je in Rotterdam gekozen tot "Havenman van het Jaar" Een welverdiende onderscheiding waarna je toen nog lang niet op je lauweren bent gaan rusten. Oude vrachtferry's werden vervangen door nieuwe schepen met zeer comfortabele en eigen-tijdse faciliteiten voor vrachtwagenchauffeurs. Deze in Korea gebouwde schepen zijnd door de bemanningen van Stena Line Holland van het Verre Oosten naar H.v. Holland overgevoerd. Last but not least, is de terminal in Hoek van Holland voorzien van een installatie om volledig over te schakelen op walstroom voor de energievoorziening van de Stena schepen als zij voor de wal liggen in Hoek van Holland. Dit is geheel in eigen beheer door Stena technici ontworpen en gebouwd. Is zeer goed voor het milieu en uniek in Nederland. Het is al vele jaren in de ferryvaart geen rozengeur en maneschijn wat de inkomsten betreft door de zeer hoog opgelopen brandstofprijzen, economische / financiële crisis, moordende concurrentie, goedkope vlagrederijen en de Kanaaltunnel. Bewonderenswaardig vond ik daarom altijd het voorwoord van Pim in het blad Sea Mail. Al waren de resultaten nog zo tegengevallen en zat Stena Holland nog zo in de rode cijfers, dan zag Pim er toch kans toe om een positief voorwoord in het personeelsblad te schrijven. Hij liet de medewerkers nooit zakken en wist medewerkers, van hoog tot laag, te stimuleren om zich te blijven inspannen in haar of zijn functie met dank voor een ieders inzet in de afgelopen periode. Tenslotte houdt Pim je zelfs in de gaten als je de Stena Line hebt verlaten voor een andere Mij. Dat heb ik zelf ervaren en daar ben ik hem, met reden, nog steeds zeer dankbaar voor!



**Pim,**

Nogmaals hartelijk dank voor de prettige samenwerking en alles wat je voor ons hebt betekend! Eveneens mede namens alle oud werknemers van SMZ/Stena wensen we dat je lang en in goede gezondheid van je welverdiende pensioen mag genieten met je echtgenote Greetje, je kinderen, kleinkinderen, vrienden en allen die je dierbaar zijn.

**Door : Joop Herlé Oud Gezagvoerder Stena Line**

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Capt and Crew of HLV  
Stanislav Yudin wishes  
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a prosperous New Year

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The **QUEEN ELIZABETH** arriving in Rotterdam . last Sunday early morning – **Photo : Bert Lamers ©**

## Full steam ahead for restoration of historic boat

The Priscilla MacBean, which was built in 1921 in Cowes on the Isle of Wight, was the first beach-landed lifeboat designed for motor and sail and oars. The vessel is now at East Hastings Sea Angling Club's boat compound ready for restoration work to start in the New Year.

Old Towner D-Day White spotted the hull of the lifeboat in a field in Hailsham earlier this year. When he discovered it was to be left to rot he was determined to recover the boat. Together with Tush Hamilton he bought the Priscilla MacBean before it was moved to 1066 Country. He, and the rest of the project team, which includes Charlie Sharrod, a former Hastings lifeboat coxswain, along with other present and past lifeboatmen in Hastings, want to restore the vessel to its former glory.

Mr Sharrod said: "Work is under way to cover the boat in order to allow the timbers to dry out in preparation for restoration work to start in January.

"Some of the original parts of the vessel have been recovered thanks in no small part to the articles published in the Hastings Observer and Eastbourne Herald in November. Several professional carpenters and joiners have come forward to offer their assistance and a volunteer work programme will be drawn up next spring. A programme of fundraising is now under way and interested parties who wish to assist the small community group restoring the vessel should get in touch. This will help this historic lifeboat reach her final destination and be presented to the public as a reminder of the selfless sacrifice of our brave lifeboatmen. "Plans are being drawn up for the site of its final home to be at the top of Old Town. We are surprised and delighted at the amount of enthusiasm people have given to the idea





and are grateful to those who have offered their voluntary service and financial contributions to enable the task to be completed." The boat was originally built for service at Eastbourne. In 1928 the vessel was moved to Kirkcudbright in Scotland to cover the area of the Solway Firth. A few years later she was moved to Maryport in Cumbria before ending its RNLI service in 1934. **Source : Leonard & Hastings Observer**

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## Network of electronic noses in operation in port of Rotterdam

On 12 December 2013 the Port of Rotterdam Authority put the We-nose - a network of electronic noses - into operation in the port of Rotterdam. For the time being the network will involve about 90 noses. This number should increase to approximately 300 noses by 2016, so that the air quality of a major part of the port can be monitored. The rollout of a network of electronic noses is in line with the Port Authority's policy of improving the sustainability and safety of the port.

### Odoir

We-nose has wireless communication through a central server with a database for data interpretation, incident detection and (automated) handling of events. Depending on the type of report, the control room reacts to the report. Thanks to the e-nose, companies will soon be able to take effective measures to prevent odour nuisance. **Source: Port of Rotterdam**





The 1976 built NIS flag cable layer **NEXANS SKAGERRAK** entering Grand Harbour, Malta on Saturday 14th December, 2013 bound to Laboratory Wharf . Photo : **Brendon Attard** - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©



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# NEXUM

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## Tanker Market: OPEC spot fixtures down by 8% in November

Global spot fixtures declined by 6% in November compared to the previous month. OPEC spot fixtures dropped as well in November, down by 8% compared to the previous month. The decline was seen on all fixtures in comparison to a month earlier. Middle East-to-East fixtures, Middle East-to-West and out of the Middle East fixtures all declined by 7%, 19% and 1%, respectively.

OPEC and Middle East sailings in November dropped by 1.5% and 2%, respectively. According to preliminary data, North America arrivals dropped by 4%, while arrivals in the Far East, West Asia and Europe increased by 0.4%, 4% and 0.4%, respectively.

In November, both crude and product spot freight rates registered gains compared with the previous month. This general positive trend has not been detected in the tanker market in a while. Dirty tanker freight rates recovered in November, mainly on the back of higher tonnage demand for Far East destinations. The VLCC market saw the strongest activity during November with freight rates sharply increasing in different regions. On average, VLCC freight rates increased by 40% from the previous month, while Suezmax and Aframax registered lower increases of 18% and 5%, respectively.

Clean tanker spot freight rates gained 2% on average in November compared with the previous month. East and West of Suez rates showed a different pattern. While West of Suez rates showed an increase of 10% from the previous month as a result of a firmer Western market, East of Suez rates remained weak. On an annual comparison, all clean tanker freight rates showed a decline from a year ago.

### **VLCC freight rates in November up by 27% from a year ago**

For the VLCC sector, the market reported a constant increase during the month as market activity increased. While vessel availability was the lowest seen for some time, ship owners were capable of resisting lower freight rates as the market conditions were in their favour.

Spot freight rates for tankers operating on the Middle East-to-East route registered the highest increase among all reported routes. VLCC spot freight rates for tankers operating on the Middle East-to-East route increased by WS19 or 46% in November compared to the previous month. The increase was supported by higher Asian requirements.

Similarly, VLCC spot freight rates for tankers operating on the West Africa-to-East route exhibited a worthy increase in November averaging WS58 points, up by WS16 points or 38% from a month ago. Winter seasonal demand from the West improved tonnage demand and supported VLCC spot freight rates on the long-haul route from the Middle East-to-West in November to average WS38, an increase of 36% from the previous month.

The general gain in VLCC freight rates supported ship owners' margins while bunker fuel prices declined in all major bunkering ports from a month ago. On average, VLCC freight rates in November were 27% higher than the same month in 2012.

### **Suezmax up by 18% m-o-m in November**

Suezmax spot freight rates also showed an increase in November, up by 18% from the previous month to stand at WS53 points. Rates for tankers operating on the West Africa-to-US route increased by 17% in November to stand at WS55 points, and rates on the Northwest Europe-to-US route gained 19% to stand at WS51 points. The increased freight rates came partially on the back of higher freight rates for VLCC as some owners were considering splitting their cargoes, and partially as increased demand has been seen for Suezmax in different regions.

### **Aframax also up slightly in November**

Aframax market followed the same pattern as VLCC and Suezmax, however Aframax gains remained minor. Aframax freight rates were flat at the beginning of the month as activities were thin in the Mediterranean, however increased delays in the Turkish straits, a flow of activity before the Thanksgiving holidays and bad weather in the Caribbean all together supported freight rates during the month to some extent.

The healthiest increase in this segment was registered on spot freight rates for Aframax trading on the Caribbean-to-US route as it increased by 10% from the previous month to stand at WS102 points. Rates on the Indonesia-to-East route were up by 4% from the previous month to average WS82 points. Spot freight rates for Aframax operating on Mediterranean-to-Mediterranean and Mediterranean-to-Northwest Europe routes registered the weakest gains of all reported routes. Compared with last month, the Mediterranean-to-Mediterranean rates increased by 3% in November to stand at WS72 points, and the Mediterranean-to-Northwest Europe rates increased by a slight 2% to stand at WS64 points. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**





Drillship "**DEEPWATER DISCOVERY**" owned by **Transocean Offshore Deepwater, U.S.A.** (2000 - 59.632 GT - flag: Vanuatu) moored in Cran Canaria - **Photo : Marius Esman ©**



Harry & Marjo vd Berg wishing you Merry Christmas and Happy New Year  
**JANSZOOM**  
Maritiem (Daniel van der Zwaan) wishes you and your relatives, and the readers a merry Christmas and a happy new year. **CLICK on Cards**



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## Ship Industry Seen by Morgan Stanley at Start of Two-Year Rally

Shipping is at the start of a two-year rally, led by advancing rates to haul coal, iron ore and grains, as fleet growth slows and China's strengthening economy boosts cargoes, Morgan Stanley said.

Demand for ships will expand at a faster pace than vessels in 2014, the first time in six years that will have happened, New York-based analyst Fotis Giannakoulis said in an e-mailed report today. He upgraded estimates for the industry to "in-line" from "cautious," and said demand for ships to haul everything from iron ore to grains will benefit most.

The more positive forecast mirrors wider predictions by shipping analysts that the worst of an industry rout is ending. Rates for 10 out of 11 commodity-carrying ships will advance next year, led by a 53 percent rally for Panamaxers hauling coal and ore, according to the averages of more than 50 analyst estimates compiled by Bloomberg News.

"We see a 12- to 18-month window to play the cycle," Giannakoulis said. The industry's recovery will last two years after which vessel supply will quicken again. The rally favors owners and operators including [Diana Shipping Inc.](#), [Safe Bulkers Inc. \(SB\)](#), [Knightsbridge Tankers Ltd.](#), and [Star Bulk Carriers Corp. \(SBLK\)](#), he said.

While China's economic expansion will slow to 7.5 percent next year, the weakest since 1990, its growth will still be more than three times the global average, according to economist estimates compiled by Bloomberg.

Fleet growth will decline to less than 5 percent next year and lower than 4 percent in 2015, Giannakoulis wrote. That compares with demand expansion of as much as 6.5 percent in 2014 and 5.5 percent in 2015, he said.

### Capesize Rally

Rates for Capesize ships that transport iron ore averaged \$25,970 a day since the start of October, on course for the highest quarterly average since the end of 2011, according to data from the Baltic Exchange, a London-based publisher of freight prices on more than 50 trade routes. Earnings from the largest crude oil tankers are close to the highest in 3 1/2 years, the data show. The ClarkSea Index, a measure of earnings across the maritime industry, has doubled to \$15,189 since reaching a 2013 low in February, according to Clarkson Plc, the biggest shipbroker. **Source:** Bloomberg



The Rotterdam Pilot helicopter seen approaching the LNG tanker "BEN BADIS" in order to hoist the pilots on board.

Photo : Rotterdam pilot Hans Hoffmann ©

## Can Shipping Live Up To Bill's Great Expectations?



In the Financial Times last week Bill Gates gave the shipping industry a nice tribute. Asked to recommend a book for Christmas, he chose 'The Box That Changed The World'. Explaining his choice he described shipping as "one of the cornerstones of globalization", and said that since reading the book he "won't look at a cargo ship the same way again". A small but significant step along the road to wider public recognition.

### Unsung Heroes

In 2013 the shipping industry will prove its worth by moving 10 billion tonnes of cargo. An amazing number and a reminder that whatever the state of the market, shipping companies must still deliver the goods. Another statistic that might impress Bill Gates is 1.5 tonnes of cargo delivered per capita. An astonishing number, which includes every man, woman and child on the planet. Of course some import more than others, and as this changes it will challenge shipping in the coming decades.

### Must We Do Better?

All this is positive, but looking ahead the the focus is now on delivering more cargo with less carbon emissions. Doing this is hard enough, but how can the industry monitor its progress? One perspective is provided by tracking the tonnes of cargo delivered per dwt per annum. The industry's performance over the last 20 years shows the complexity. Back in 1986, during a deep depression, the world fleet delivered 6.3 tonnes/dwt. But by 2004 this had surged by 30% to reach to 8.2 tonnes/dwt.

### Ship to System Gains

This improvement was driven by a tightening market. With higher freight rates, charterers used ships more efficiently. Ships sailed faster, emitting more carbon, but logistical inefficiencies like multi-port discharge, dead-freight and waiting were squeezed out. For example the US Gulf-Japan grain trade, previously a 55,000 tonne parcel in a Panamax bulker for Panama Canal transit, was downgraded to Supramaxes loading a full cargo with no dead-freight.

### Cheap and Cheerful

This performance surge did not survive the downturn. After 2009 the ratio fell to 6.6 tonnes/dwt and by 2013 to only 6.1 tonnes/dwt, lower than in 1986. Slow steaming driven by sky high bunker costs has played a big part in this reduction, whilst rock bottom freight rates encouraged charterers to use cheap ships less intensively. In fact the average global transport performance of the fleet may not be any better than 27 years ago; the flat trendline confirms this.

### Living up to Bill's Accolade

So there you have it. Bill Gates is impressed by shipping's contribution to the global economy. But shipping is not delivering much more cargo per dwt than nearly 30 years ago. Could tighter logistics help it meet IMO's carbon footprint target? How does 10 tonnes/dwt in 2030 sound? Certainly challenging, but is it theoretically possible? Now that's a question worth a closer look. Have a nice day. **Source: Clarksons**



**Roro pontoon ICO 2 was delivered last week back to the owners after a 'total make-over'.**



New steel hull plates, anodes, fan pipes and a top class new coating has given the pontoon a new life. The pontoon will be used for discharging car-ferries in Zeebrugge, Belgium.

The project was coordinated and supervised by **Quist Maritime Services**. **Ned Marine Services B.V** provided anodes, UTM and NDT services. **Lippens Coating** from Gent, Belgium provided the special Fouling

Release Coating Liocyl. Blasting the pontoon and applying the new coating was performed by **Cornet Services**



**Werkendam**. The pontoon was docked at **Dockside Ship** facilities in Bolnes, Rotterdam and towed by **BMS Towage, Zierikzee**. The pontoon is now classed under **Dromon Bureau of Shipping, Cyprus**.



Heerema's new AHT **KOLGA** returned to the **Armon yard** in Vigo (Spain) after a successful bollard pull test in Gijon where she pulled 208mT, making her the strongest Dutch flagged tug. Prior Christmas she will depart from Vigo for her first assignment. **Photo : Erik Bögels (HMC) ©**



## Sunken tug's oil spill leads to \$970K bill for SF

The 2009 sinking of a decrepit World War II-era Navy tugboat — and subsequent oil spill — will cost The City almost \$1 million under a proposed settlement with the Coast Guard, which cleaned up the mess.

The 100-foot **WENONAH** was one of two tugboats owned by the Historical Tugboat Education and Restoration Society tied up to Pier 1 on Treasure Island.

After springing a leak on the morning of Aug. 17, 2009, the Wenonah later sank completely into the Bay, where it began leaking about 100 gallons of fuel. The oil sheen reached as far as the Berkeley Marina.

Though the restoration society was responsible for the cleanup, pollution concerns led the Coast Guard to take over. The giant crane used to put together the new Bay Bridge, the Left Coast Lifter, had to be hired in order to get the tug out of the water.

Following the Wenonah's recovery, the Coast Guard spent another \$23,000 clearing the Nokomis — the sunken tug's pier-mate at Treasure Island — of its fuel oil before it also could sink and spill. The Nokomis is an identical vintage tugboat that also fell into disrepair. Though Pier 1 is Coast Guard property, The City is liable for damages because the pier is leased to the Treasure Island Development Authority, a city agency.

Last year, the Coast Guard sent The City a \$973,000 bill to cover the costs of the crane and the cleanup.

The settlement over the incident was reviewed and approved by TIDA officials and awaits final approval from the Board of Supervisors. Representatives from the Coast Guard declined to comment.

"We think it's a prudent agreement that resolves the dispute amicably," said Matt Dorsey, a spokesman for City Attorney Dennis Herrera, "and avoids the costs and risks of litigation." The federal government is not done collecting to cover the costs for the spill: litigation against the tugboat society and its president, Melissa Parker, is still pending.

The Wenonah and the Nokomis, one of the last surviving ships present during the 1941 attack on Pearl Harbor still in existence, were broken up and sold for scrap in Alameda in 2010. **Source : SF Examiner**

## Piracy in West Africa: A bumpy road to maritime security

Increase in maritime piracy in particularly West Africa is having a severe impact on countries in the region that are losing lives, property and revenues. Experts believe the situation could get out of control.

By Nirit Ben-Ari

For many, the phrase maritime piracy may evoke images of a one-eyed sailor drinking rum and singing obscene songs. For some younger people, piracy may bring to mind the picture of Hollywood actor Johnny Depp, wearing a headband in a scene from the film *Pirates of the Caribbean*.

But maritime piracy is not just an action movie. The UN Convention on the Law of the Sea defines piracy as "illegal acts of violence or detention" committed on the high seas against ships or aircrafts. Piracy is a serious problem and it poses a real threat not only to the safety of vessels and their crews, but also to the economies of affected countries.

In Africa, while piracy in Somalia's Gulf of Aden is currently on the decline, it has spread to West Africa. Although most attacks in the region take place in Nigeria's Niger Delta region, there have also been attacks in Benin, Côte d'Ivoire, Ghana, Guinea and Togo, among others, according to the UN Office on Drugs and Crime (UNODC).

Reuters news agency reported that one such attack took place in October 2013 off Nigeria's coast, where pirates attacked an oil supply vessel and kidnapped the captain and chief engineer, both American citizens. The report says that "pirate attacks off Nigeria's coast have jumped by a third this year as ships passing through West Africa's Gulf of Guinea, a major commodities route, have increasingly come under threat from gangs wanting to snatch cargoes and crews."

Unlike pirates along Somalia's coast, who are often only after ransom, pirates in West Africa also steal goods, particularly oil. Many attacks end up with crew members injured or killed. But pirate attacks do not only result in killings and injuries, tragic as those are; they also damage the economy. In some cases, affected countries in West Africa have become less concerned with direct losses from piracy than with the ways in which these losses affect international insurance rates and other trade-related costs. In Benin, for example, taxes on trade account for half of

government revenue, and 80% of these are derived from the port of Cotonou, according to UNODC figures published in March 2013. Last year the spike in pirate attacks in West Africa led London-based Lloyd's Market Association, an umbrella group of maritime insurers, to list Nigeria, neighbouring Benin and nearby waters in the same risk category as Somalia, says Claims Journal, a magazine for insurance professionals. The result was a significant decrease in maritime traffic in the region, which meant a 28% loss in Benin's government revenue. The decrease also affected the livelihoods of the country's citizens, says UNODC, by increasing the cost of imports and decreasing the competitiveness of exports.

According to Reuters, though ships now speed with armed guards on board through the dangerous waters off Somalia and the Horn of Africa on the east coast of the continent, many vessels have to anchor to do business with West African countries, with little protection. This makes them a soft target for criminals, says Reuters, and jacks up insurance costs.

### **Corruption drives piracy**

As is often the case, corruption, weak law enforcement and poverty are the main causes of piracy, according to Dr Christian Bueger, a Cardiff University researcher and editor of Piracy-Studies.org, an online research portal. In an interview with Africa Renewal, Dr. Bueger said, "Piracy tends to be conducted or supported by marginalised communities that have not been participating in economic development."

This appears to be the case for Nigeria, for example, where the majority of the recent African pirate attacks have occurred, driven mainly by corruption in the oil sector. Chatham House, a British research group, reported in September 2013 that "corruption and fraud are rampant in the country's oil sector," and "lines between legal and illegal supplies of Nigerian oil can be blurry." In such a climate pirates have an incentive to steal oil, since they know that they will be able to sell it on the black market.

"Illegal bunkering [filling ships with fuel] is enormously profitable" in Nigeria, writes Martin Murphy, a professor at Georgetown University in Washington DC and a senior fellow at the Atlantic Council of the United States, a policy think tank, in his article "Petro-Piracy: Oil and Troubled Waters," published in Orbis for the Foreign Policy Research Institute. "The scale of losses is staggering—more than \$100 billion worth of oil has gone missing since 1960," says Professor Murphy.

The damage caused by thieves has forced oil companies to shut down pipelines. Royal Dutch Shell is selling off four of its onshore Nigerian oil blocks because of the constant theft of large volumes of oil from its pipelines, United Press International reported in October 2013. As a result of the shutting down of pipelines, Nigeria is producing about 400,000 barrels a day below its capacity of 2.5 million barrels a day, according to the Economist, a British weekly.

The New York Times reported in September 2013 that Nigeria's former top anti-corruption official, Nuhu Ridabu, had written a report in 2012 charging that over the preceding decade, thieves had stolen between 6% and 30% of the country's oil production.

### **Countering piracy**

In his interview with Africa Renewal, Dr. Bueger suggested four steps to counter piracy. First, the key is for affected states to share information on what's happening on their coastlines and their neighbours'. Second, joint training activities are required so countries can develop procedures and learn how to use technology. Training not only educates future generations of maritime security professionals, but also creates confidence and trust between different agencies. Third, states that face maritime and piracy challenges should develop strong legislation to prosecute criminals. And finally, states should set aside enough money to build local capacity. "Even if a state has the information, even if the state has well-trained coast guards, and even if the state has incorporated all the right laws," Dr. Bueger explains, "without vessels, the state is powerless." At the moment, of the states most affected by piracy, only South Africa and Nigeria have a professional navy. Most other countries have small and outdated coast guards with no more than three to five skiffs.

### **What has been done?**

Several international legal instruments are in place to combat threats posed by piracy. The key agreement is the UN Convention on the Law of the Sea, which prescribes exclusive economic zones over which individual states have the rights for exploration, energy production from water and wind, and the use of marine resources. For this agreement to be operative, states have to adopt and incorporate it into their national laws. All West African countries have signed and ratified the Law of the Sea Convention. However, the UN Security Council has yet to call for concerted international action against piracy along the Gulf of Guinea, as it did in the Somali case when, in June 2008, it authorised other countries to enter Somali territorial waters to stop pirates. In 2011 the council passed two resolutions expressing its concern about piracy in the Gulf of Guinea and urging states to reinforce domestic legislation, develop a




comprehensive regional counter-piracy framework, issue appropriate guidance to shipping and cooperate in prosecuting pirates and their backers.

Despite the absence of any Security Council action so far, and unlike in the Gulf of Aden, in West Africa there is already an institutional infrastructure to combat piracy. The Economic Community for West African States (ECOWAS) has in its treaty of 1993 a maritime component intended to harmonise all maritime issues across the region; the Maritime Organisation of West and Central Africa, established in the 1970s, holds member countries to a similar agreement. Last year ECOWAS, the Gulf of Guinea Commission and the Economic Community of Central African States signed a memorandum of understanding between the International Maritime Organization and the Maritime Organization of West and Central Africa, to establish a subregional integrated coast guard network in West and Central Africa, among other things.

Records show that despite these regional actions, the number of pirate attacks continues to increase. The International Maritime Bureau, a specialised division of the International Chamber of Commerce, reports that while pirate attacks (actual and attempted) in the Gulf of Guinea fell from 54 in 2008 to 37 in 2010, there has been a steady increase since then: 49 in 2011 and 58 in 2012. As of August 2013, there were 28 attacks in Nigeria alone. These numbers, however, might be deceptive because many attacks go unreported.

But piracy is not the only security threat at sea. "Piracy has drawn attention to wider problems of maritime insecurity," says Dr Bueger, such as trafficking and smuggling of humans, weapons and narcotics, and illegal and unregulated fishing activities. Hence, he says, the attention currently being given to the fight against piracy could be used as a stepping stone by the international community to create sustainable institutions of maritime security.

International institutions are crucial for counter-piracy efforts, but they require long-term commitment. The African Union has already declared that its objective is to implement the African Maritime Security Strategy by 2050. Among the strategy's goals are to "ensure security and safety of maritime transportation systems," and to "prevent hostile and criminal acts at sea, and to coordinate/harmonise the prosecution of the offenders." It's a long-term strategy, but without a doubt concerted action is needed now to stop piracy in West Africa before it deteriorates and spreads to other African coastal areas. **Source : Daily News Egypt**


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## DNV GL launches new global brand



"In defining our new identity as **DNV GL**, our company's vision of making a 'global impact for a safe and sustainable future' has never been more relevant than it is today," says Henrik O. Madsen, President & CEO, DNV GL Group. "The new brand that we launch today reflects our broader service offering aimed at enabling our customers to make the world safer, smarter and greener." The merger of DNV and GL in September this year, led to the creation of DNV GL, a world leading ship and offshore classification society, a leading independent service provider in the oil and gas sector, a powerhouse in energy and renewables, and one of the world's top three certification bodies.

"Businesses are facing increasing technological, regulatory, social and operational challenges, in a world that is becoming ever more complex. While at the same time, stakeholders are demanding greater accountability and transparency. To be confident they are making the right choices, both businesses and governments need an independent partner they can trust to empower their decisions," says Group CEO Madsen.

### A broader view

As a foundation for this, **DNV GL** is making a significant and continuous investment in strategic research and development. Innovative projects are taking technology and standards to new, advanced levels in collaboration with our customers. "It was from this broader view that our new brand strategy of our expansive, expert services and customer enablement was created. The new visual identity with the three extended lines was created to symbolize our working context of sea, land and sky," explains Stefan Nerpin, Group Chief Communications Officer of DNV GL.

Created from two highly respected companies whose parallel histories span almost 150 years, Nerpin is confident that the new DNV GL will "offer the businesses we serve much-needed benefits in terms of technical insight, risk management and knowledge transfer," he says, adding, "With our combined capabilities, more than 16.000 professionals are bridging technological and operational expertise to the greater goal of creating a safer and more sustainable society. DNV GL is able to offer this broader view across more than 100 countries, sharing our expertise and bringing best practices to our customers around the world."

### A merger for growth

The post-merger integration is progressing well and Group CEO Henrik O. Madsen says the new global entity is in "a good position to take on the first full year of operations as one company with a new brand; DNV GL. We want to build upon the knowledge and expertise throughout the group by creating new networks and learning from each other. Our goal is to make sure that we are always finding innovative solutions that create value and growth for our customers, ensuring that the world we leave behind is a better one than the one we find today," he concludes.

### DNV GL in brief:

- DNV GL's objective is to safeguard life, property and the environment. Organised in four business areas: Maritime, Oil & Gas, Energy and Business Assurance
- Offers ship and offshore classification, certification and verification in addition to software services and advisory services
- Mainly works within the maritime, oil & gas and energy industries
- Also offers certification and sustainability advisory services to a large number of other industries worldwide
- The group currently invests about 5% of its total revenues in strategic research & innovation
- Headquartered at Høvik outside Oslo, Norway
- DNV GL employs around 16,000 people in some 100 countries
- The DNV Foundation owns 63.5 per cent of DNV GL, while Mayfair owns 36.5 per cent.

Source: **DNV GL**



Polish Tug **HERCULES II** on Dec 15th towed a new yacht on the Kiel Canal - the hull of another **Amels 199 Limited Edition** yacht. She follows **EVENT**, the prototype of the 60m-series which was presented at the Monaco Boat Show in September this year. - **Photo : Martin Lochte-Holtgreven (c)**





## EU removes Iranian shipping directors from blacklist

The director of legal claims for [Islamic Republic of Iran Shipping](#) announced today that the European Court of Justice has removed all Iranian shipping directors from the EU blacklist. The Mehr News Agency reports that 10 Iranian shipping directors were removed from the EU blacklist.

After Iran and the 5+1 reached an agreement in Geneva on November 25, the EU announced that it would begin easing sanctions on Iran in December. The EU has placed sanctions on all technical assistance to Iran as well as the transfer of petroleum technology; in addition, all transactions are banned between Iran and European banks. Those banks have also frozen the assets of 600 Iranian officials. **Source:** [RadioZamaneh](#)



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## Ship registration in Malta grows steadily, study shows

Maltese maritime consultancy firm [Combined Maritime Services](#), has released the third edition of a study giving a comparative breakdown of the costs involved in the registration of a vessel. The scope of the publication is to

benchmark registration rates applicable to a selected number of flag states, subjectively determined to be Antigua & Barbuda, Bahamas, Cyprus, Hong Kong, Liberia, Malta, Marshall Islands, Norway and Panama.

Combined Maritime Services has expanded the comparison to include relevant criteria such as manning scales, the issue of registering mortgages and registration of bareboat chartered vessels amongst others. Various flag administrations have supported the study's publication by contributing facts and figures.

The Malta flag has grown considerably from 1,421 vessels under its registry in 2007, to 1,764 ships in 2012, with a registered gross tonnage of 44 million tons, making the Malta flag the seventh largest flag of registry on a worldwide level.

The study also highlights the conscious policy direction undertaken by the Malta Flag Authority, to improve the standing of its registry by attracting younger tonnage and making it more expensive for older tonnage to register.

The average age of the vessels under Maltese registry, which in 2012 represented the lowest recorded locally, is of 11 years against 16 years in 2007. The flag having the oldest fleet is that of Greece, whereas Marshall Islands and Hong Kong have the "youngest" fleet at 7 years. The publication focuses on critical aspects when registering a ship, as various factors govern the choice of flag by ship owners, the main being economical, fiscal, operational and political. Other relevant considerations are the reputation of the flag at an international level, the freedom of trading to any geographical region as well as the professionalism of the flag administration. The main conclusion deriving from this study is that there is no one single flag which is most competitive for all types of vessels irrespective from the age of the vessel. **Source: Malta Independent**



In Singapore last Monday afternoon the new **MEO RESOLUTION** was named for Miclyn Express

Photo : Charlie Tan – M3 Marine ©

## Pacific Basin come bearing gifts at Sailors' Society carol service



This year **Pacific Basin** is sending 20 Christmas angels to volunteer at the **Sailors' Society Carol Service**. Instead of having a traditional staff outing, employees from **Pacific Basin** will be seen handing out mince pies and ushering in guests at the charity's annual Christmas Service on the 18th December. The money that the company would normally have spent on a fancy restaurant meal will be donated to Sailors' Society and go towards helping the world's 1.5 million seafarers. **Sailors' Society's** Jenny Boland, Lead Fundraiser – Corporate and Trusts, said "It's great to see companies coming up with creative ways to support us and the seafaring community.

It shows real Christmas spirit on the part of **Pacific Basin**. We would like to say a huge thank you to them and to all our other supporters who are remembering seafarers this festive season." The service will be held at the church of All Hallows by the Tower, London.



## SHIPYARD NEWS



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## Seaspan approved to bid on ferry contract

### But NV yard may be too busy with federal non-combat ships

A North Vancouver based shipyard is the only Canadian shipbuilder among five companies short-listed by B.C. Ferries to bid on construction of three new LNG-fuelled vessels. [Seaspan's Vancouver Shipyards](#) is on a list of pre-qualified companies including shipyards in Norway, Germany, Poland and Turkey invited to put in a proposal to build three intermediate class ships.

The ships - capable of carrying between 125 and 145 cars and 600 passengers - will replace aging vessels on the southern Gulf Islands and Comox to Powell River routes.

Deadline for proposals is the end of February with the first ship expected to be finished by 2016.

So far, Seaspan has not said if it will bid on the ferry construction. A spokesman for the company said discussion of any plans would put the shipyard at a disadvantage.

But shipyard union leader George MacPherson said he's not optimistic the ferries will be built in B.C. B.C. Ferries wants the ships built at the same time Seaspan will be starting work on the federal government's non-combat ships. "We think it's a real disadvantage," he said.

MacPherson, head of the marine workers union, said he believes the ferry corporation has timed its request to make it impossible for B.C. shipbuilders to bid. "I'm extremely disappointed with the way they're dealing with it," he said.

MacPherson said union officials met previously with Transportation Minister Todd Stone and asked his staff to co-ordinate a meeting between the ferry corporation, shipbuilders and union representatives to discuss the timing of the proposals.

The union had hoped to get the ferry corporation to delay the ferry construction, so local shipyards would stand a better chance. That would give smaller shipyards time to get together as a consortium and make upgrades needed for vessel construction, he said.

"Given the right opportunities they could build one of these vessels," he said. Chuck Ko, head of North Vancouver's Allied Shipbuilders, said given more time to gear up, his company could have been in the running to build the ferries. But the tight timeline set by the ferry corporation made that impossible, he said.

MacPherson said he's disappointed the ferry corporation didn't sit down with local shipbuilders - adding it looks to him like a forgone conclusion the corporation intends to build the ships offshore.

One of the companies on the short list - Germany's Flensburger shipyard - is the same company that has built four new B.C. ferries in the past 10 years, including a controversial contract to build three new Super-C class vessels worth \$542 million in 2004 and a \$133 million contract to build a new northern ferry in 2006.

The ferry corporation wants the three new ferries to be capable of running either on LNG or marine diesel oil. They would be the first vessels in the ferry fleet to run on LNG, which is about half the price of diesel. Last year, the ferry corporation spent about \$121 million on fuel. **Source : North Shore News**

# Vripack creates revolutionary ferry to the Dutch island of Texel

Ferry operator **TESO** asked **Vripack** to carefully integrate the emotions one gets when wandering on the old Dutch island of Texel. The whole Wadden Sea is a **UNESCO World Heritage** site since 2009 and romantically described as a place where “heaven and earth share the stage”. On Texel there is the National Park 'Dunes of Texel'.

Vripack applied their holistic design method which first led them to numerous visits to fully experience the island of Texel. It was at the most western part of Texel, where a unique environment is continuously shaped by the influences of wind, ice and tides where the roots of the design took shape. “Where the current ferry is a real ship with shippy details, we decided then and there that our design would be the bridge to the island. When you step off the quay on board we want you to feel like stepping on the island”, says Robin de Vries of **Vripack**.



Our design philosophy directs us to create an outside that simply belongs to the inside and vice versa. For instance, the external smooth lines with a bite are derived from the trend platform VriThink! as well as the bird called Little Tern which we spotted on the island. This very sleek and slim animal has a beautiful flowing shape and with her grey wingtips and black head, the Little Tern has a strong appearance. We used the wing spread as underlay for the main sheer line of the vessel. This smooth and dynamic line gives the ferry a contemporary yet recognizable look. The dark



edges of the ‘wingtips’ add visual weight to the profile. Large glass surfaces are added to enhance the ‘Wadden experience’ and bring light to the interior. The glass panels are supported by a grid of arches. The shapes of these arches resemble the scales of the local pine cone while acting as the structural frames of the ship.

Inside, the ferry has a clever layout which leads to an efficient routing and provides several seating arrangements, an open central buffet and a kids-corner with clouds projected on the ceiling and the digital images of fish on the floor that swim away when you get close. “It makes sense that we brought the shapes and natural colors of the island also to the inside. The same soft lines with a bite are used in the floor and ceiling plan as well as in the design of all the custom furniture we created. Since the ferry is used by both visitors and people living or working on the island there is a need for different seating areas. So based on sand dunes we created booths where families can gather. At the same time based on the famous Texel sheep, we created leaning furniture for regular visitors with laptop tables and power outlets”. The new ferry is going to be called “**TEXELSTROOM**” and she will be packed with a full range of innovative and sustainable products and services. New techniques have been applied to reduce the use of water and fuel



emissions. The 750m2 solar panels provide 50% of the power that is needed for lighting and catering. The new ferry is expected to be completed late 2015.

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The **BBC AUSTRIA** in Rio Grande – Photo : [Marcelo Vieira](#) ©

## Poole's newest ferry company LD Lines announces plans to extend links just a month after service begins



POOLE'S newest ferry company has announced plans to extend its links just a month after starting a service to Spain.

LD Lines began a twice weekly service to Santander on the **NORMAN ASTURIAS**, the largest ferry to enter the port, transporting both freight and tourists. Delighted with the success of the Poole service so far, which started



on November 3, the company is now linking it with the Northern Spanish port of Gijón. Jim Stewart, chief executive of Poole Harbour Commissioners said: "I am delighted that the LD service has been so successful and we are very pleased to see an exciting new destination to Gijon for passengers and freight. "LD have been very complimentary about our service levels which are evidenced by PHC recently winning the Dorset business award for customer service excellence."

For the first time Gijón will provide a passenger ferry link with Poole and Rosslare, as part of a two ship operation combining the **NORMAN ASTURIAS** and sister ship **SCINTU**. However from January it will cut one of its twice weekly Santander trips, replacing it with the Gijón service.

Christophe Santonie, chief executive officer of LD Lines said: "We are very pleased with the early response to the new Poole – Santander service and added to our existing France – Spain route the new links between Gijón and Poole and Rosslare – France – Spain will provide the tourist passenger market with even greater choice."

The new service from Poole to Gijón will start on January 5 next year with a crossing time of 25 hours. Fares will start from £399 for a car and two passengers, including a cabin. Departing on Tuesdays at mid-day, the service will return from Gijón on Fridays. The service to Santander will leave Poole on Saturdays and Santander on Sundays. **Source :** Bournemouth Echo ©



HAL's **MAASDAM** approaching Willemstad ( Curacao)

**Photo :** Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## **New owners for FPS Swedish member**

Gothenburg-based Dacotrans – the Swedish network member of the Famous Pacific Shipping (FPS) Group forwarding and NVOCC system since 2000 – has changed ownership. Following the retirement of Mr. Sten Wasmouth, Mr. Stefan Hansson (formerly MD of ASECO and Spedman) and Mr. Caj Larsson have now acquired the business. Hansson occupies the position of MD.

Early changes to the business, which was founded in 1988, include additional staff, the securing of some new, blue-chip customers, and a facelift for its corporate identity. The company is in the process of introducing a new IT system, and is about to expand its sales team.

Dacotrans provides a full portfolio of freight forwarding services including air and ocean forwarding (FCL and LCL), Customs clearance, warehousing, distribution, project transport, road transport, and insurance. The company is already heavily involved in imports of textiles, clothing, electronics, tools and gardening equipment, foodstuffs, furniture, toys and pottery/ceramics; it plans to launch weekly consolidations from all major ports in China. Exports centre around paper, timber products, steel and chemicals.

Says Stefan Hansson: "My goal is to build a stable, mid-size forwarding company. I saw great potential in Dacotrans, which is a gem that just needs a little further polishing. One of the main attractions is its membership of the FPS network: this gives us a stable platform for expanding our business, with huge potential among all our worldwide partners."

With a past career focused on liner shipping, Hansson expects his highly-developed contacts within a number of carriers to help secure attractive rates. He concludes: "We are already a forwarder to count with, when it comes to FCL accounts with large Swedish importers. We have secured one of the biggest importers in Sweden as a customer, and others are sure to follow as we expand our capabilities."

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



The **MULTRATUG 20** – Photo : Frans Sanderse ©

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