



**Number 353 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 19-12-2013**  
News reports received from readers and Internet News articles copied from various news sites.

<b>stevedoring &amp; warehousing</b>		
<b>SHORECRANES UP TO 208 M / TONS</b>		
<b>rhb</b> ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



**The HIGH SEAS outbound from Amsterdam – Photo : Ruud Coster ©**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

**T SCHUDI**   
OFFSHORE & TOWAGE

*100 years offshore and towage experience,  
joins 130 years shipping history*

[www.tschudioffshoretowage.com](http://www.tschudioffshoretowage.com)



**DAMEN 6711 fast yacht support vessel** passing Spijkenisse outbound for yard trials

Photo : Lia Mets (c)

Wishing you a Merry Christmas and  
a prosperous, healthy  
2014



Marius en Gonny Esmen

Marius and Gonny  
Esmen

Wishing you a Merry  
Christmas and a  
prosperous , healthy  
new year

Right : Peter & Roelie  
Herweijer wensen U  
prettige kerstdagen  
en en voorspoedig  
2014

CLICK on the cards !

*Home for Christmas*



*Prettige Kerstdagen en een gezond en voorspoedig 2014  
Peter en Roelie Herweijer*



## Seafox 5 completes wind installation project



On the 13th of December 2013 the largest self-propelled installation jack-up of the Workfox fleet,

**Photo : Hans de Roo (c)**

the **Seafox 5**, completed installing 80 monopiles and transition pieces for the DanTysk Offshore wind park, located in the German North Sea, 70 kilometres west of the island Sylt. The main contractor for the foundations of this windfarm is Aarsleff

Billfinger Berger Joint Venture (ABJV). The windfarm is owned by **DanTysk Offshore Wind GmbH (DTOW)**. Kees Jan Cordia, Managing Director of Workfox said: "The **Seafox 5** has demonstrated to perform as initially designed without exceeding any risk and/or safety barriers due to the reliability of our offshore crew and the competency of our proven operational expertise as a company. In addition we would like to thank our client Aarsleff Billfinger Berger Joint Venture (ABJV) for the confidence and mature attitude in finalizing complex projects such as these." The **Seafox 5** will arrive shortly in Esbjerg (Denmark) for demobilization and mobilization for her next assignment straight thereafter. Workfox BV is a leading service provider in the accommodation & crane, welltesting & workover, construction & decommissioning support segment of the wind, oil & gas industry world-wide. For more information see [www.workfox.com](http://www.workfox.com)

## ONDERWIJSGROEP NOORDWEST-HOLLAND START LOGISTIEKE OPLEIDINGEN

Vlak na de jaarwisseling start de **Onderwijsgroep Noordwest-Holland** met een pakket nieuwe logistieke opleidingen van verschillend niveau. Deze zijn in nauwe samenwerking met het logistieke bedrijfsleven ontwikkeld en spelen in op de vraag vanuit deze sector naar goed opgeleide medewerkers.

Plan is om al in februari 2014 met de nieuwe logistieke opleidingen van start te gaan. Deze worden gegeven op vier verschillende niveaus die elk 40 weken in beslag nemen. Het betreft opleidingen tot orderpikker (niveau 1), medewerker logistiek (niveau 2), coördinator logistiek (niveau 3) en manager logistiek (niveau 4). Met de juiste vooropleiding kan op elk niveau worden ingestroomd. De opleidingen worden modulair en op maat aangeboden. Na niveau 3 kan een keuze worden gemaakt voor verdere studie in de traditionele logistiek of in de havenlogistiek. Dit laatste betreft zowel de scheepvaart als de olie- en gasindustrie offshore. De opleidingen zijn bedoeld voor mensen die werkzaam zijn of willen gaan werken voor verladers, vervoerders, distributeurs, (scheeps)agenten en andere logistieke dienstverleners. Directeur Bedrijfsopleidingen van de Onderwijsgroep Noordwest-Holland zegt over de opzet van de nieuwe logistieke opleidingen: "Wij hebben deze samen met transporteurs en logistieke dienstverleners, zoals Peterson Den Helder, opgezet zodat wij de sector straks op maat kunnen bedienen." Het is geen toeval dat de logistieke

opleidingen in Den Helder zijn ontwikkeld en worden gegeven. De havenstad heeft zich de afgelopen jaren ontwikkeld tot een toonaangevend logistiek centrum, specifiek gericht op de offshore olie- en gasindustrie en op Defensie.

**AFFORDABLE & SECURE LAY-UP**



Harbour G950 • Griendweg 14, 's-Gravendeel • T: +31 (0)85 - 877 91 14 • F: +31 (0)85 - 877 91 15

[info@dutchharbour.nl](mailto:info@dutchharbour.nl) [www.dutchharbour.nl](http://www.dutchharbour.nl)



*Merry Christmas and a Happy Healthy New Year 2014  
from the Company of Master Mariners of Australia  
Sydney Branch*

Merry Christmas and a  
Happy healthy new year  
2014 rom the the Company  
of Master Mariners of  
Australia – Sydney Branch

Anton & Marjo de Krieger  
wishing all readers Merry  
Christmas and as  
prosperous New year **Click  
on the cards !**



*Merry Christmas and a Prosperous New Year*

*Anton & Marjo de Krieger*



TPI's **MEGA TRUST** moored in Batam – Photo : Capt. Jelle de Vries (c)

## Restored Huddersfield replica lifeboat still saving lives 36 years on



**The boat, a replica of the Sir Hugh William Gough, one of the first all-aluminium craft, was built to celebrate the centenary of a local Lifeboat Guild**

It's a little piece of Huddersfield history with a fascinating story behind it. This restored 4ft scale model of the Stornoway lifeboat was originally built in 1977 by Huddersfield firefighter Mick Todd.



The boat, a replica of the **Sir Hugh William Gough**, one of the first all-aluminium craft, was built to celebrate the centenary of a local Lifeboat Guild. Over the years the boat will have helped raise thousands of pounds for the **Royal National Lifeboat Institution (RNLI)**. But its recent past has been shrouded in mystery.

The boat has only recently re-surfaced – and has now been restored by expert modeller William Maskell.

William, 63, of Salendine Nook, told how the boat was built by Mr Todd, a firefighter who died some years ago.

He spent 300 hours building the boat and 14 days painting it. He lent the boat to a local Lifeboat Guild for fundraising purposes. It is believed that after his death – he had no wife or children – the boat ended up at The Fleece Inn at Holme.

It was thought to be there around 20 years ago but was then apparently given away and disappeared from public view. Earlier this year – out of the blue – the boat was returned to the pub.

It was in a shabby condition and landlady Shirley Amesbury called in the Huddersfield Society of Model Engineers. William, also a member of Kirklees Model Boat Club, agreed to restore it. Ten months later, William took the boat back to The Fleece Inn to show Mick's 96-year-old mother Bernice Todd, from Milnsbridge. "It's a fascinating story," said William. "But there are still lots of gaps. "I would love to find out more and create a story to go on display with the boat." The boat, a 1/12th scale model, is now fully working, its propellers powered by two 12v batteries.

"It's not been on a pond yet but I've tested it in the bath," said William. The boat is now back with William for the finishing touches and will go on display at various model shows next year. "It is a piece of history," said William, who has contacted the RNLI to find out more about the real boat. "It is 36-years-old but it should be good for another 36 now.

"I have been asked how much it is worth but it is only worth the amount of money it raises for the RNLI. "Mrs Todd is still the owner but I am the custodian. "I want it to stay in Huddersfield and eventually go to a museum." Anyone with information about the boat can contact William by e-mail on [willame.maskell@sky.com](mailto:willame.maskell@sky.com)

Source :The Huddersfield Daily Examiner

Robert Allan Ltd. and Rotor<sup>®</sup>tug: the best of both worlds.

Robert Allan Ltd  
[www.ral.ca](http://www.ral.ca)

Your Rotor<sup>®</sup>tug

ROTOR TUG  
[www.rotortug.com](http://www.rotortug.com)

## Transas upgrades training centre in Jordan

Amman, Jordan. Transas Middle East has won a contract to re-equip and expand Jordan Academy for Maritime Studies (JAMS) with new maritime simulators.

The project includes relocation of existing navigational simulator NTPRO 5000 and **Transas GMDSS Simulator 4000** (TGS 4000) Classroom and installation of the latest generation of the **Transas Full Mission Ship Simulator NTPRO 5000** with 240 degree visualisation and real ship controls.

The **Transas NTPRO 5000** navigational simulator boasts visualisation system which offers the highest level of realism featuring wind-generated sea state and variable swell model with user-selected sea state spectrum, accurate vessel and wave interaction, full scene and environment reflection, and 3D bow waves and propeller wash, and associated floating object interference. New grounding, synchronous rolling, broaching and other modeling features make training close to reality. Integrated VHF, Intercom solutions, and voice communication are available for debrief and assessment. The new Full mission Ship Handling Simulator will provide opportunity for bridge team management training, including SAR operations. **Jordan Academy for Maritime Studies: JAMS** is a private institution, founded in 2004. This academy is the first of its type in the region and is connected through a wide partner network with many international organizations to provide courses, workshops and safety training to the naval and maritime sectors.

## LNG overslag in de lift



Photo : Hans Hoffmann ©

Zaterdag 14 december deed zich een uniek feit voor bij de Gate terminal in Rotterdam. Voor het eerst lagen twee LNG carriers samen afgemeerd in de Nijlhaven. De aanwezigheid van de **BEN BADIS** en **ARCTIC AURORA** is representatief voor een opvallend herstel van de Rotterdamse LNG-overslag. Door de enorme vraag om LNG in Zuid-Oost Azië en Japan arriveerde er het eerste halfjaar van 2013 weinig LNG in de Rotterdamse haven. De afgelopen maanden trok de overslag echter aanzienlijk aan. Het Havenbedrijf verwacht dat die dit jaar een kwart hoger uitkomt dan in 2012; ongeveer 0,7 miljoen ton. Dat is nog altijd minder dan een kwart procent van de totale overslag van de Rotterdamse haven. Donderdag 19 december presenteert het Havenbedrijf de verwachte overslagcijfers van de Rotterdamse haven.

**Happy holidays and a happy,  
healthy and prosperous New Year**



The Fairmount team



The **FAIRMOUNT**  
**marine team** wishing  
**you Happy Holidays**  
**and a healthy new**  
**year**

Right **Dia en Kees van**  
**Huisstede wensen u**  
**een behouden vaart**  
**en en gezond 2014**

**Click on cards !**







The **QUEEN ELIZABETH** moored in Rotterdam as seen from a camera underneath a kite see more photos of this series at [http://www.fotovlieger.nl/project/201312\\_queen\\_elizabeth](http://www.fotovlieger.nl/project/201312_queen_elizabeth) Photo: Hans Elbers - [www.fotovlieger.nl](http://www.fotovlieger.nl)

©

**Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting**  
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

**VLIERODAM B.V. - THE NETHERLANDS – [www.vlierodam.nl](http://www.vlierodam.nl)**

## Specialist operator chooses MacGregor heavy-lift electric cranes for two multi-purpose vessels

**MacGregor**, part of **Cargotec**, has won a contract to deliver four 250-tonne heavy-lift electric cranes to two 12,000 dwt multi-purpose vessels for a Danish operator Nordana. As part of a fleet refurbishment plan, the long-established Danish operator, Nordana, ordered four heavy-lift versions of MacGregor's variable frequency drive (VFD) electric cranes which are scheduled for delivery during 2014 and 2015.

"**Nordana** is recognised as a specialist operator with a fleet of vessels able to carry a wide variety of cargoes," says Svante Lundberg, Sales Manager, MacGregor cargo cranes. "Our heavy lift cranes will add to this capability, meeting the operator's need to accommodate the increasing demand for larger and heavier pieces of cargo." He says **Nordana** will benefit from the operational and environmental advantages of VFD cranes. "Most importantly, they deliver enhanced efficiency, mainly attributable to faster and more accurate load positioning which reduces the time spent in port, along with a 30 to 35 percent reduction in power consumption compared to electro-hydraulic cranes."

"Electric cranes eliminate the need for hydraulic oil, and with it, the risk of environmental pollution. With fewer moving parts, maintenance and repair is much easier. In addition, the life expectancy of the components is greater than with electro-hydraulic systems."

 **HAPPY FESTIVE SEASON WITH A PROSPEROUS NEW YEAR**  
**2014 FULL OF JOY, PEACE & HAPPINESS**

FROM CAPT. LAWRENCE DALLI & ALL HIS CREW FROM MALTA SHIP PHOTOS – [WWW.MALTASHIPPHOTOS.COM](http://WWW.MALTASHIPPHOTOS.COM) 



THE PROFESSIONALS IN AERIAL PHOTOGRAPHY IN CENTRAL MEDITERRANEAN

**Malta Shipphotos**  
**Wishing all readers**  
**A happy festive season**  
**A prosperous new year**

Left : **Simon & Veronica**  
**Wolf wensen U prettige**  
**kerstdagen en een**  
**gelukkig nieuwjaar**

**CLICK on the cards !**



# Seacurus says seafarers should be protected now against risk of unpaid wages

Specialist marine insurance intermediary **Seacurus** says that reported doubts about the insurance industry's ability to insure the liability for unpaid wages of abandoned seafarers under the Maritime Labour Convention 2006 are inaccurate and ill-founded.

It is already an agreed principle under MLC 2006, which came into force in August 2013, that liability for the unpaid wages of seafarers currently falls to the recruitment and placement services which help seafarers find employment at sea. Some have rightly argued that this is a misdirected arrow and that it is the shipowner/employer, and not the agent, that should assume this liability.

In a positive move, it is now understood that tripartite talks between owners, unions and governments scheduled for April 2014 at the ILO headquarters in Geneva will finally address this issue, with talks set to concentrate on the specific inclusion of unpaid crew wages in the shipowner's MLC obligation to repatriate crew in cases of abandonment.

Thomas Brown, managing director of Seacurus, says, "It is time for clarity and certainty on this important issue. The fact is that any cover that does not provide for the indemnification of unpaid wages fails to adequately protect seafarers against the real risk of abandonment. Effective employment protection must include crew wages, without which seafarers risk becoming the cashflow casualties of their employers' insolvencies.

"It has been suggested by some industry commentators that insurance to cover unpaid wages would be unfeasibly expensive for owners, and that in any case it is only those owners who are likely to default who will need the cover. This is wrong on both counts. Firstly, the **CrewSEACURE** policy launched earlier this year by Seacurus provides comprehensive cover at low cost, with premiums of as little as \$50 per seafarer per year available today. Secondly, the point about only bad owners requiring cover in respect of unpaid wages is immaterial, since the proposed requirement for cover will be mandatory on all shipowners. Mandating the requirement in this way will force out of business those owners who - it is claimed - 'need the cover', as they will be unable to obtain the requisite financial security called for by MLC.

"If you cannot pay your crew, you should not put your ship to sea, it's that simple. Any arguments to the contrary would serve to do our industry a disservice. Unfortunately, without the proposed amendments, there is currently no meaningful deterrent to this premise. "The fact is that affordable cover in respect of the indemnification of unpaid wages is available, and it is available now. It is in the best interests of the industry and seafarers alike that responsible owners support the ratification and early adoption of the draft amendments to MLC in this regard."

**Seacurus Ltd** is an FCA-regulated insurance broker, founded in 2004, specialising in bespoke revenue protection cover for the maritime industry. It is a market leader in the design and implementation of solutions to protect



companies from unforecasted balance-sheet impacts, including credit default, charter party cancellations, hijackings and voyage disruptions caused by political events. Seacurus established the first delegated underwriting binding authority for marine kidnap insurance and is an approved Lloyd's Coverholder. [www.seacurus.com](http://www.seacurus.com)

Formed in 2007, Barbican Group Holdings is an insurance group writing business predominantly through its syndicates at Lloyd's. It also has a non-Lloyd's financial solutions business based in Guernsey which offers insurance and reinsurance programmes to the global market. Barbican Syndicates 1955 and 6113 at Lloyd's has a stamp capacity of £227.5m for the 2013 year of account and underwrites cyber liability, financial and professional lines, healthcare liability, international casualty reinsurance, marine insurance, marine reinsurance, North American casualty reinsurance, property, property reinsurance and corporate, middle market and scheme/affinity group clients in the UK and Ireland. [www.barbicaninsurance.com](http://www.barbicaninsurance.com)



### Ship Delivery

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.

**TOS**  
Energy & Maritime Manpower

in f t

Contact us: +31 10 436 62 93 • [www.tos.nl](http://www.tos.nl)

Your source for Manpower

## Sloeproeiteam “Wilde Mossels”

Nieuwe Kuiken sloep voor Wilde Mossels.



Het sloeproeiteam **Wilde Mossels** uit Kortgene hebben dank zij de medewerking van sponsors zoals **Oceanwide Safety at Sea**, **Qboat**, **IHC Hytech** en **Camperwind** de nieuwe sloep kunnen bestellen. **Qboat** is in staat de sloep nog te leveren voor het sleepweekend in maart zodat de **Wilde Mossels** in 2014 mee kunnen doen aan de competitie van de FSN.

De dames van het team zijn trots dat ze weer een mijlpaal bereikt hebben in hun bestaan en gaan er vol tegenaan om de golven en wind te verslaan. Een lokale ondernemer heeft het rest bedrag in de vorm van een lening bijgelegd zodat we tot de aanschaf konden overgaan. We hopen dat meerdere sponsors ons blijven helpen zodat de dames van de Wilde Mossels hun geliefde sport kunnen blijven beoefenen.



The pilot tender **LYRA** in foggy conditions at Flushing roads(Vlissingen Rede).

Photo : Ronald Ribbe – <http://www.rorifocus.nl> ©

## Tanker Market: The "Canada" Factor

With the tanker markets relishing in the seasonal demand which has pushed freight rates on higher ground, especially in the larger segments, like the VLCCs and Suezmaxes, most pundits have been all about Asia's crude oil demand and the record breaking USA oil production. But, the tanker market could also take advantage of another "factor" in the years to come and this is no other than Canada's growing oil production.

Despite the fact that the North American country is already among the top five oil producers worldwide, production is still on the rise. According to the latest weekly report from shipbroker Gibson "the International Energy Agency (IEA) estimates oil production in the country to increase next year by 210,000 b/d to 4.23 million b/d. The country's crude supply is the largest source of US imports, but as tight oil production in the US continues to boom, Canadian producers are being squeezed (if not in volumes then possibly in terms of price). Canada currently has a significant crude surplus and an infrastructure that predominantly land-locked within North America. This means exports are restricted to the US and delays to Canada's proposed vast pipeline projects are a constant frustration as the nation aims to capture market value", said the London-based shipbroker.

Gibson noted that "fundamental changes to the existing transportation routes for Canada's oil are needed. The country's current strategy is to get their crude to the US Gulf (where it can be refined) and potentially to create a pipeline to the Pacific coast, where it can take advantage of the Asian markets. The proposed pipelines currently under review include the Keystone XL (see chart) and projects to British Columbia on the west coast. While Canada's strategy is clear, the projects have had to contend with numerous political setbacks and regulatory hurdles", it said.

The shipbroker added that "the development of the Keystone pipeline in particular, which in itself runs from the oil sands in Alberta to the Mid-west American refining area of Illinois and storage at Cushing, is key to the success of the country's aim. The extension would release the bottlenecks occurring at Cushing, but most importantly allow Canadian crude to flow more freely to US Gulf refineries, where oil products can be marketed internationally.

Output from the oil sands is forecast to continue to rise over the next decade and if this is the case, it would require more than the Keystone XL project to accommodate export volumes and could see Canada as a crude exporter into the Asia-Pacific markets", Gibson concluded. Meanwhile, in the crude tanker markets this week, in the Middle East, "with so little VLCC business being concluded, particularly within the second half of the week, there wasn't enough volume to 'make' a true market, and therefore rates generally drifted at around the low points seen last week. If Charterers can keep their discipline through the pre -holiday week, however, then a more significant downward shift may be engineered, but conversely, a rush to clear their lines before the festivities would hand the advantage back to Owners once again - interesting times. Currently rates remain at around ws 59 to the East and ws 37 to the West.

Suezmaxes huffed and puffed, and did make modest upward progress upon good levels of enquiry, but forward availability remains pretty thick on the ground, and it may prove difficult for Owners to break much higher than the present 130,000 by ws 77.5 East, ws 45 West mark unless upon replacement deals. The recent Aframax spike seems to be nearing its end-game, but rates should stay at around 80,000 by ws 115+ for a little while yet", Gibson said.



In the North Sea, "Aframaxes had simmered last week, and bubbled over this week. 80,000 by ws 135 cross UK Continent and 100,000 by ws 100 to the Continent are now the fixing marks, but with forward positions well populated, a high tide seems to have been reached, and some amelioration may be seen next week. Suezmaxes saw only moderate action, but rates moved close to 130,000 by ws 100 trans-atlantic on the coat-tails of the West Africa and Med, with as high as ws 145 seen for a short cross North Sea run. VLCCs stayed largely out of the game, though US\$6.5 million was loosely reported for South Korea, with Owners asking still for US\$5 mill+ for fuel oil to Singapore - a level that traders couldn't make sense of though", the shipbroker said.

Finally, in the Mediterranean, "it took some time, but eventually Aframaxes started to make the grade and leaner availability led to rates gaining to 80,000 by ws 90+ cross Med, and further upside could be seen within short. Suezmaxes took inspiration from West Africa and also managed to break through the 140,000 by ws 100 barrier from the Black Sea to European destinations, with US\$ 3.5 million seen also to Singapore. Delays through the Bosphoros have increased to around 5 days each way, and that certainly aids owners' cause, Gibson concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide ©

## Textainer Announces Major Milestone in Surpassing 3 Million TEU Fleet

**Textainer Group Holdings Limited**, the industry leader in container leasing, announced that their fleet surpassed 3 million TEU representing a major milestone for the company as well as the industry.

"We are very proud to be the first leasing company to reach 3 million TEU," commented Philip K. Brewer, President and Chief Executive Officer of Textainer. "To appreciate the magnitude of this feat and put that quantity in perspective, if laid end-to-end, our containers would stretch from Los Angeles to Tokyo and back."

"Operating efficiently and achieving economies of scale are critical to success in our business. We are where we are today because we take full advantage of our size and reach. This enables us to offer our customers the equipment they need, where they need it and on competitive terms," continued Mr. Brewer.

"Reaching a fleet size of 3 million TEU confirms the confidence that our customers have placed in us since our founding almost 35 years ago. We are grateful for their ongoing support and also want to thank our business partners, container manufacturers and depots," added Robert D. Pedersen, President and Chief Executive Officer of Textainer Equipment Management. "We celebrate this significant achievement with our loyal customer base and dedicated employees."

**Textainer Group Holdings Limited** has operated since 1979 and is the world's largest lessor of intermodal containers based on fleet size. Textainer has more than 2.0 million containers, representing more than 3.0 million TEU, in its owned and managed fleet. Textainer leases dry freight, dry freight specialized, and refrigerated containers. Textainer is one of the largest purchasers of new containers as well as one of the largest sellers of used containers. Textainer leases containers to approximately 400 shipping lines and other lessees and sells containers to more than 1,100 customers worldwide and provides services worldwide via a network of regional and area offices, as well as independent depots. Source: Textainer Group Holdings Limited

## Boskalis' Mattijs Siebinga to take part in the Forum of dredging companies, Moscow

**Mattijs Siebinga**, Boskalis' Business Unit Manager Area Europe (Non-Homemarkets) has confirmed his participation in the Forum of dredging companies to be held in February 2014 in Moscow. The event organizer is the Russian media group IAA PortNews.

**Royal Boskalis Westminster N.V.**, a global largest dredging company, is the sponsor of the Forum of dredging companies. The forum will be held under the auspices of Russia's Ministry of Transport. The Forum Partner – FSUE ROSMORPORT.

Netherlands-based **Royal Boskalis Westminster N.V.** is a leading global maritime services company operating in the dredging, offshore energy and inland infra sectors. Through SMIT the group provides towage and salvage services.

Boskalis operates in over 75 countries on six continents through its workforce of more than 11,000 employees. The Group owns and operates a fleet of 1,100 vessels and equipment. Source : PortNews

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**

## CIMC acquires foreign offshore assets

**China International Marine Container (CIMC)** has successfully acquired a 90% stake in Swedish company Bassoe Technology to further strengthen its position in the international offshore market.

CIMC has vast experience building deepwater offshore equipment such as semi-submersible rigs and jack-up rigs through its Yantai-based arm CIMC Raffles. The purchase of **Bassoe Technology** will improve the company's offshore engineering design ability, diversify its current product range and further expand the European market, the company said in a statement. Source: Sino Ship News



The **COMMODORE** outbound in Melbourne – Photo : Dale E.Crisp (c)

## Cruise ship leaves Havana for sail around Cuba

The cruise ship **LV Louis Cristal** set sail from Havana on Monday on the first of its round-the-island trips, marking yet another effort to establish Cuba as an attractive and profitable cruise industry destination. Cuba Cruise, based in Calgary, Canada, chartered the vessel this year for weekly sails through March 24 that will take on passengers in Havana or Montego Bay, Jamaica, for 7-day circumnavigations of the island for \$746 and up.

The 1,200-passenger vessel will make stops in Havana, Holguín, Santiago de Cuba, Cienfuegos and Punta Francés on the Isle of Youth, and offer tours of beaches, nightclubs and colonial-era fortresses and architecture. The Cristal, built in 1980, is owned and operated by the Cyprus-based Louis Cruises, which operates largely in the Mediterranean. Cuba Cruise was founded in January by cruise businessman Dougald Wells.

Several previous attempts to establish Cuba as a regular cruise destination have failed, in large part because of economic sanctions by the United States, which forbids U.S. tourism in Cuba and bars any ship that docks at Cuban ports from entering the U.S. for six months thereafter. The U.S. and Canada are the source of an estimated 70 percent of Caribbean cruise passengers, and most cruise ships plying Caribbean waters are based in South Florida.

Asked if Cuba Cruise would allow U.S. tourists to board the ship in Jamaica, Melissa Medeiro, media coordinator for Bannikin Travel and Tourism, a Canadian consultancy representing the company, said it was not up to Cuba Cruise to check on passengers. "We encourage everyone to check with their local authorities," Medeiro said. "But Cuba does not impose any restrictions [on U.S. tourists], and Cuba Cruise does not discriminate against any nationality boarding the ship."

After decades of rejecting mass tourism, Cuba began opening its doors in the early 1990s, following the collapse of the Soviet Union and its massive subsidies to the island's communist government. Spain's Sol Melia company launched one



attempt in 1996, using the 840-passenger [Melia-Don Juan](#) for sailings from Cienfuegos on the south-central coast. The ship's Cuba itineraries appear to have stopped in late 1997.

The Russian-operated cruise ship [Adriana](#), capable of carrying up to 300 passengers, sailed around the island at least four times in 2011. On one stop in Santiago, it disembarked 62 passengers, according to a Cuban news media report. There has been no mention of further dockings since then. The 54,000-ton [Thomson Dream](#), capable of carrying up to 1,132 passengers, has made several ports of call in Havana in recent years with mostly British and other European passengers. Cuba's cruise tourism business peaked in 2005 with 122 ships reportedly delivering 102,440 visitors — an average of 840 per ship. But it has been in steady decline since then, according to the National Office for Statistics (ONE)

ONE reported 30,000 cruise ship arrivals in 2006, 7,000 in 2007, 5,000 in 2008, 4,000 in 2009, 2,000 in 2010 and a mere 1,000 in 2011. Cuban officials have never explained the plunge in cruise arrivals. But Fidel Castro's comments in 2005 that cruise visitors spent little and left behind "rubbish, empty cans and paper" may have made Cuban officials less interested in dealing with cruise lines. José Antonio Lopez, then general manager of the state company that runs the country's four cruise terminals, told the Reuters news agency in 2008 that Cuba has the port capacity to receive one million cruise ship passengers and 600 ships a year. Havana alone can dock several ships of up to 70,000 tons, he added.

U.S. cruise industry officials have estimated it could take at least four years to update Cuba's ports so they can handle today's 150,000-plus-ton mega cruise ships. The world's largest cruise ship, Royal Caribbean's [Allure of the Seas](#), weighs in at 225,000 tons and carries up to 5,400 passengers.

Cuba's tourism industry has been stagnating after steady growth since the early 1990s, with 2.3 million foreign visitors in the first 10 months of this year, representing a 1.2-percentage-point drop from the same period in 2012, according to ONE. Source :[miamiherald](#)

## Medical examinations at Falck Safety Services

To improve the services towards their clients, [Falck Safety Services](#) in the Netherlands will be offering medical examinations at the training centre at the Maasvlakte-Rotterdam as of January 13th 2014. Delegates to an offshore, maritime or working at heights training can book a medical examination prior to the training. Recent medical examination is required for participation in almost all courses. For now [Falck Safety Services](#) will offer the following, standard medical examinations:

- Offshore NOGEPa
- Offshore Oil & Gas UK
- International Seafarer ILO IMO STCW
- G41 medical "working on height"

The medicals can only be booked in combination with a (safety) training.

The examinations will be carried out by Port Health Centre in a dedicated accommodation on the training centre. Port Health Centre has extensive medical experience and is accredited to perform the above mentioned medical examinations. They have been active in the Harbour of Rotterdam for years now and have become well acquainted with customers like those of [Falck Safety Services](#) and their interest.

The medical examinations will take place every Monday and Tuesday afternoon between 12.30 p.m. and 17.00 p.m. The average duration of an examination is approximately 30 minutes.

„The cooperation with [Falck Safety Services](#) offers Port Health Centre the opportunity to offer its services in close proximity of the customer," says [Flip Kaster](#), Manager of Port Health Centre. „We are able to provide our customers a relevant, additional service which fits our training activities," says [Tjerk Suurenbroek](#), Commercial Director at Falck Safety Services. If you wish to utilise this new service at the training centre of [Falck Safety Services](#) at the Maasvlakte-Rotterdam, please contact [medicals@falck.nl](mailto:medicals@falck.nl) or call +31 181 376 666.

## CASUALTY REPORTING



### Crabber's boat runs aground near Newport

A fishing boat out of Newport that had just set its crab pots for the first catch of the season ran aground Saturday just off the South Jetty. The captain of The Nat had to be taken to a local hospital. His injuries are not considered life-threatening. Coast Guard Petty Officer Casey Comer from Yaquina Bay Station says the first distress call came in around 3:30PM Saturday. The **Nat** ran aground about fifty feet off the shore. Comer says it's not currently known why The Nat ran aground. There were two other crew members on board besides the captain. All three crew members swam to shore. They were treated for possible hypothermia on shore. By Sunday afternoon the Coast Guard had brought in heavy equipment to free The **Nat** and offload the fuel still on board. With the tide out, The **Nat** was sitting in about two feet of water. The Coast Guard reports that there was about 700 gallons of diesel fuel still on board.



The boat was removed by a salvage team Sunday night, the Coast Guard said. Dungeness crab crews were given approval to set their pots along the Oregon Coast on Friday morning. It's expected those fishing crews will start hauling in their pots late Sunday night or early Monday morning. The dungeness crab season was supposed to begin on Dec. 1, but pre-season testing of crabs showed that they needed more time to meet the State-mandated minimum for meat content. **Source : KATU**

## NAVY NEWS

### Thales Sign Agreement For Polish OPV-Class Ship

Thales signed an agreement worth about 100 million Euros with Poland to supply equipment for building OPV-class ship Slazak (Silesian). The agreements cover the supply of an Integrated Combat System (contractor Thales Nederland BV) and an Integrated Communications System (Thales Electronic Systems GmbH), according to DziennikZbrojny.pl



The ship is built in the Naval Shipyard in Gdynia on the basis of the hull and equipment taken from missile corvette project Gawron (MEKO A-100) built in 2001. The plan is to build and transfer the ship by November 2016. Adding up all the previously reported expenses, the estimated cost of building a Silesian OPV is about 240 million euros, the report said.



Along with the contracts for the purchase of equipment, the Ministry of Economy signed agreement offsets with Thales Nederland BV and Thales Electronic Systems GmbH. The offsets are worth 83 million Euro and will be implemented over ten years. Polish companies and military units will receive technologies required for servicing, repairing systems (level OLM / ILM) and training package for operators of the ship's crew. **Source : Defense World**



**THB Verhoef bv**  
Key components for medium speed diesel and gas engines

MARKISCHES WERK GOETZE QUAD Miba MARIDIS GmbH  
Innovation in Motion Maritime Diagnostic & Service

**thbverhoef.com**

Zadelmakerstraat 6, 2984 CC Ridderkerk (Rotterdam region), T: +31 180 412183, F: +31 180 418757, E: sales@thbverhoef.com

## Russian submarines outfitted to break thick Arctic ice

**Strategic submarines will be strengthened with new technology allowing them to rise quickly to the surface in frozen conflicts.**

By 2016, Russian submarines will have the ability to cut through thick, Arctic ice without damaging the ship's housing during rapid surfacing, thanks to a new design that puts advanced technology on the boats.

### Russian military returns to the Arctic

The new technology for the submarines will allow subs to quickly surface for Arctic missions or to rescue the crew in case of an accident, according to the Central Design Bureau for Marine Engineering in charge of the new submarine design.

Current submarine design does not allow the ship to break the ice to emerge quickly without damage to the housing. Igor Kurdin, the former commander of the nuclear submarine **Yekaterinburg** and the chairman of the St. Petersburg Submariners' Club, said that to exit the boat on a surface covered by ice, there are two ways: surfacing without at a very slow speed or, as an extreme case, on-the-go breaking the ice with the ship's housing.

"Surfacing on-the-go is fraught with injuries to the housing, sliding devices, sonar system and torpedo tubes. Today cases of ice breaking on-the-go are unknown, but surfacing without speed is a regular maneuver often used," Kurdin said.

Before surfacing in normal mode, the boat "hangs" in the water, and then begins to rise very slowly - the rate of several centimeters per minute, he said. To ensure a safe ascent while moving, the wheelhouse and the bow of the boat have to be strengthened, since these parts take the blow.

Read more about Arctic The new additions will have management software that searched for the thinnest area of ice, as well as an apparatus that works to clear the housing of ice fractures from the deck as the ship rises. Kurdin said that missile silos, the most important strategic parts of the submarine, are often enclosed by ice while surfacing, so the new design should solve this problem.

"Surfacing from the ice is done for only one purpose - for the application of nuclear missile attack from a surface position. This is done only in the Arctic regions. After surfacing when people come on deck, the whole deck is in huge blocks of ice," Kudrin said.

Designers will now need to develop a rescue camera for the crew, which must also penetrate the ice for the boat can access the air and communicate with rescuers. Rescue cameras will be equipped with radios, navigation devices and signaling buoys. The Arctic submarines will also have a surface point that will analyze ice conditions in the waters of swimming submarines. **Source : Russia Beyond the headlines**

## **First image of UKs future nuclear submarines released**

UK Defence Secretary Philip Hammond has announced a £79m investment into the Successor nuclear deterrent submarines while revealing the first ever image of the vessels to be built by BAE Systems. The Successor submarines,



set to become the largest and most advanced vessels ever operated by the Royal Navy, are expected to replace the current Vanguard Class submarines by 2028 carrying the Trident missiles. The design and construction of the vessels, said to be one of the most technologically complex undertakings of its kind in the UK history, is already employing about 1000 people in BAE Systems alone, with up to 6000 to be employed in the supply chain when construction reaches its peak.

"The Successor programme is supporting around 2,000 jobs and up to 850 British businesses could benefit from the supply chain as we exploit the most modern technologies, and employ a significant portion of the UK's engineers, project managers and technicians over the coming years," said Defence Secretary Philip Hammond during an update on the Successor programme that has been presented to the Parliament today.

Two contracts worth £47m and £32m have been awarded to **BAE Systems Maritime-Submarines** who are leading the design of the vessels, covering the initial period the project. The submarines are expected to serve between late 2020s and 2060s. "The Royal Navy has been operating continuous at-sea deterrent patrols for more than 40 years and the Successor submarines will allow us to do so with cutting-edge equipment well into the future," said Admiral Sir George Zambellas, First Sea Lord. The boats are designed to be amongst the stealthiest in the world. **Source : The E&T**

## **Japan to give patrol ships to Vietnam**

Prime Minister Shinzo Abe says Japan will provide patrol ships to Vietnam, which is in a territorial dispute with China in the South China Sea. In talks with visiting Vietnamese Prime Minister Nguyen Tan Dung on Sunday, Abe said Japan hopes to start discussing the details of its proposal to provide patrol ships to Vietnam's maritime police. Japan will also extend loans totaling ¥96 billion to Vietnam to help finance projects including the construction of a high-speed railway,

Abe said. The prime minister also held talks separately with the leaders of Cambodia, Myanmar, Laos and Thailand at the Prime Minister's Office in Tokyo. Abe and his Cambodian counterpart, Hun Sen, agreed to start aviation treaty talks to open direct flights between the two countries. Abe said Japan will provide Cambodia with ¥14 billion in loans to help develop and upgrade roads and other infrastructure.

Abe informed Myanmar President Thein Sein that Japan will extend ¥63 billion in loans to Myanmar. In a meeting between Abe and his Laotian counterpart, Thongsing Thammavong, the two leaders agreed to have their foreign and defense ministries hold talks with the aim of launching a dialogue next year on strengthening bilateral security cooperation.

The prime minister also met with Thai Deputy Prime Minister and Commerce Minister Niwatthamrong Boonsongpaisan. The bilateral meetings wrapped up a three-day special summit between Japan and the Association of Southeast Asian Nations that was held to mark the 40th anniversary of exchanges between the two sides. In his meetings with the leaders of Vietnam, Laos, Cambodia and Myanmar, Abe took up China's recent declaration of an air defense identification zone over the East China Sea that covered the Japanese-administered Senkaku Islands. **Source : The Japan News**



16-12-2013 : The US Navy Cruiser, **USS. MONTEREY** arriving in Malta for a three day visit.

Photo : Gaetano Spiteri ©

## **SHIPYARD NEWS**

**FRANKLIN OFFSHORE EUROPE**  
**Your provider of integrated mooring and rigging services!**

A photograph of two workers in high-visibility orange and yellow safety vests and hard hats. They are standing next to a large, thick, dark rope, possibly a mooring line, and looking at it. The background is dark and textured.

The logo for Franklin Offshore, featuring a blue globe with a white 'F' in the center.

**FRANKLIN OFFSHORE**  
tel. +31(0)78 - 618 78 77  
[www.franklin.com.sg](http://www.franklin.com.sg)

## **LCS 6 Launched at Austal**

The future **USS Jackson (LCS 6)** launched from the **Austal USA shipyard** in Mobile, Ala., Dec. 14, marking a production milestone for the littoral combat ship program. **Jackson** joins the future **USS Milwaukee (LCS 5)**, which will launch from the **Marinette Marine Corp.** yard in Wisconsin next week. These ships are the first vessels procured under the block buy contract awarded in 2010 and represent the true beginning of "serial production" for the class. With serial production, the Navy is able to realize benefits such as improved cost structure per vessel and reduced construction time. "Seeing multiple littoral combat ships on the Mobile waterfront is a beautiful thing," said Capt. Tom Anderson, LCS program manager. "Serial production is in full swing at both building yards and we are seeing ship construction milestones." Following the launch, the ship will undergo outfitting, and test and evaluation of its major



systems at the [Austal shipyard](#). The ship's christening, a ceremony that marks the official naming of the vessel, is planned for the spring. [Source : MarineLink](#)

## Daewoo Shipbuilding wins US\$500 mln order

[Daewoo Shipbuilding & Marine Engineering Co.](#), a South Korean shipbuilder, said Monday it has won a \$500 million order for five tankers from an American shipping company. Under the deal with [Scorpio Tankers](#), [Daewoo Shipbuilding](#) will deliver the tank ships by the first half of 2016. Earlier this year, [Scorpio Tankers](#) placed orders for four tank ships and three gas carriers, the South Korean shipbuilder said. [Daewoo Shipbuilding](#) has won orders worth of \$12.5 billion so far this year, achieving 96 percent of its 2013 target of \$13 billion. [Source : Yonhap](#)

## Seismic Vessel Polarcus Naila to be refitted at Shipdock Amsterdam



Ship repair and conversion yard [Shipdock](#) Amsterdam, part of [Damen Shipyards Group](#), received a contract for the propulsion upgrade of the 3D Seismic Vessel '[Polarcus Naila](#)'. The ultra-modern vessel will arrive at [Shipdock](#) in February 2014 for its six-week conversion.

In addition to the propulsion upgrade the vessel will also undergo modification works in order to be classified as a Special Purpose Ship. Furthermore, the scope of work includes Ballast Water Treatment installation, installation of a new workboat and davits, relocation of the MOB and the 5-year special survey. Pre-fabrication works on the two gondola's, which need to be fitted to the vessel, have already started at [Niron Staal](#) and will be completely outfitted before arrival of the vessel at the yard. [Niron Staal](#), also part of [Damen Shipyards Group](#), is a specialised steel construction and machining company located in the Port of Amsterdam on the premises of [Shipdock](#).

"The real show will start at the end of February 2014 when the vessel will be taken out of production and will dock at the yard for a 35 day period in which the conversion works will be realized. Taking day rates of a Seismic Survey Vessel into account, time literally is money and the vessel will need to be back in business as soon as possible. It is therefore not surprising that Polarcus decided to bring the vessel to [Shipdock](#) Amsterdam, fully aware of the management and technical capabilities, due to experiences in the past", according to Flip van der Waal, General Manager Shipdock Amsterdam. [Polarcus](#) and [Shipdock](#) have been in business since 2010. The relation between the companies became stronger since then and formed the basis for the successful booking of the upgrade conversion job.

The [Polarcus Naila](#) is a 12-streamer 3D/4D Seismic Vessel. Delivered in 2010, she is built to the Ulstein SX124 design and incorporates the Ulstein X-Bow® hull. The Naila combines the latest developments in maritime systems with the most advanced seismic technology commercially available. The vessel is also amongst the most environmentally sound seismic vessels in the market, with diesel-electric propulsion, high specification catalytic converters, double hull, and an advanced bilge water cleaning system. The vessel complies with the stringent DNV Clean Design notation. [Polarcus Naila](#) and her sister ship are the only vessels with thruster units in the Polarcus fleet.

## Gibdock prepares five-star floating hotel

The 189-room five-star floating hotel **Sunborn Gibraltar** is due to welcome its first guests in February 2014, after Gibraltar shipyard Gibdock drew on its extensive cruise ship expertise to undertake hull blasting and coating work.

Despite its role as a tourist and business travel destination Gibraltar does not have a five-star hotel. The 142m long, seven deck **Sunborn Gibraltar** resembles a sophisticated high-end cruise ship or mega yacht. However, while the vessel can move under its own power, it has been designed for sustained mooring alongside, and features its own heavy-duty mooring arms. Berthing space is being prepared alongside Gibraltar's Ocean Village complex.

The vessel was built for the Finnish Sunborn group in Malaysia and transported to Gibraltar onboard a heavylift ship, arriving in June this year. After unloading, **Sunborn Gibraltar** was moved to Gibdock for extensive hull blasting and coating work in the main drydock.



John Taylor, **Gibdock** Operations Director, says: "We were very pleased to be entrusted with what was a vital part of the project, as the vessel is likely to be moored in position for at least 15 years. Proper hull preparation and selection of the right coating system will be essential in protecting this asset and ensuring it remains safe and maintenance-free."

Gibdock partnered with Norwegian coatings supplier Jotun, applying the well-known Marathon system. Mr Taylor says: "Marathon is a high solid epoxy product with exceptional abrasion resistance, delivering strength and durability. It is specifically designed to provide long term protection in harsh environments to submerged structures, and was a perfect match for the Sunborn Gibraltar." Sunborn Gibraltar spent 26 days at Gibdock, including alongside time. Gibdock grit blasted the hull to SA 2.5 standard with the coating process taking around 18 days in drydock.

Richard Beards, Gibdock Managing Director, says: "**Sunborn Gibraltar** is a welcome addition to the local economy. It will be a great boost for Gibraltar plc to have a top end floating hotel." Currently at the final stages of being outfitted in Gibraltar, the floating hotel will offer a casino, spa and fitness centre, cocktail lounges, fine dining restaurants and a ballroom. Conference and event space is available for up to 540 delegates. Some 90% of the 189 guest rooms offer outdoor space, while all have full-height glazing to capture Mediterranean views. Mr Beards says the project offers a potent market reminder of Gibdock's capabilities in the cruise sector, where recent customers include Thompson Cruises, Pullmantur and Saga. He says: "We are in negotiations with a number of cruise operators and expect the continuation in the flow of mainstream cruise ship repair and refit work to Gibraltar in 2014."


## Shipyard De Hoop awarded contract for 10 PSVs by ADNOC

**Shipyard De Hoop** has secured the contract for design, build and deliver 10 new Platform Supply Vessels (PSV) from **Abu Dhabi National Oil Company (ADNOC)**, the shipbuilding company's press release said. The vessels of dimensions 65 x 15.8 metres will boast a true "design of the future", meeting the highest international class notations



within both operational and environmental objectives. The design is yet another development of the proven De Hoop PSV designs, build to order. The vessel will operate in the oil and gas fields offshore the United Arab Emirates, and will be delivered within 2015 and 2016. The award has been won through a full international tender competition. The vessels shall work for the operating company ESNAAD, member of the ADNOC group. The oldest company **Shipyard De Hoop** (founded in 1889) is one of the most established yards of the Dutch shipbuilding industry. CEO Patrick Janssens, now the (sole) owner of the shipyard, also plays a key role in the day-to-day management as part of a board of three directors. De Hoop, specializes in the design, engineering and building custom vessels, for both the inland and seagoing markets. **Source : PortNews**

## ROUTE, PORTS & SERVICES



**CASHMAN**

### CASHMAN EQUIPMENT CORP

#### MARINE EQUIPMENT RENTAL & SALES

A global company with fleets of vessels and marine equipment positioned around the world. ABS/Inland Barges (40'x10'x5' to 400'x120'x25')

- Tugs (10TBP to 100TBP)
- Cranes (Up to 600 Ton Lifting Capacity)

Offices Worldwide

North America and Europe: +1-225-216-7694 | Mexico, Central and South America: +52 938 381 4534  
Asia Pacific/Singapore: +65 6221 8711 | Middle East: +971 504 638 925 | Africa: +237 7854 1809

**www.4barges.com**



The **ZHEN HUA 14**, berthed at the London Gateway for discharge.

**Photo : Capt. Julian Jager Master m.v. Norstream (c)**

## Diana Containerships Inc. Announces the Sale of a Panamax Container Vessel, the m/v Spinel

**Diana Containerships Inc. (DCIX)**, a global shipping company specializing in the ownership of containerships, today announced that on December 12, 2013 it signed, through a separate wholly-owned subsidiary, a Memorandum



of Agreement to sell to an unaffiliated third party the 1996-built vessel "**Spinel**" (formerly "**APL Spinel**") for demolition, with delivery due to the buyers by December 20, 2013, for a sale price of approximately US\$9.65 million before commissions. The previous charterers, **NOL Liner (Pte) Ltd.**, have agreed to compensate the owner in full for the early redelivery of the vessel on December 1, 2013, until the minimum agreed redelivery date, January 15, 2014.

Upon completion of the aforementioned sale Diana Containerships Inc.'s fleet will consist of 9 container vessels (2 Post-Panamax and 7 Panamax). A table describing the current Diana Containerships Inc. fleet can be found on the Company's website, [www.dcontainerships.com](http://www.dcontainerships.com) Information included on the Company's website does not constitute a part of this press release.

**Diana Containerships Inc.** is a Marshall Islands corporation founded in 2010 to own containerships and pursue containership acquisition opportunities. Diana Containerships Inc. intends to continue to capitalize on investment opportunities by purchasing additional containerships in the secondhand market, from other companies, shipyards and lending institutions, and may also enter into newbuilding contracts with shipyards for new containerships.

Source: Diana Containerships Inc.



The RT SENSATION operating in Port Hedland (Australia) – Photo : Capt Bas van Hoorn

## **Jebel Ali port welcomes four of the world's largest quay cranes**

Four of the largest and most modern Ship To Shore (STS) quay cranes have arrived at DP World's new Jebel Ali Container Terminal 3 (T3), due to open next year. This is the first batch of 19 quay cranes due to be delivered in the next few months and installed on the 1,860 metre long and 17 metre deep quayside at the 4 million TEU (twenty-foot equivalent unit) capacity terminal. They join the first four of 50 Rail Mounted Gantry (RMG) cranes that arrived there last month. Each quay crane is over 138 metres tall at full boom extension and if all 19 were put end to end they would be three times the height of the Burj Khalifa, the world's tallest building and an iconic Dubai landmark.

Mohammad Al Muallem, Senior Vice President and Managing Director, DP World, UAE Region, said:

"As customers order larger vessels and seek world class hub ports to handle their fleets, development of port infrastructure to handle these giant vessels is a major requirement. These cranes and our new container terminal will strengthen Jebel Ali's position as the most efficient and modern gateway for cargo in the UAE, GCC and the wider Middle East region." Nabil Qayed, Director, Technical Department, DP World, UAE Region, said the new STS cranes each weigh 1,850,000kg — the equivalent of three fully loaded Airbus A380-800 superjumbo aircraft at take-off. "They can lift four twenty foot containers at one time, handling up to 100,000 kg a lift. And with their 69.5 metre lifting

height and extended reach, they can easily handle the 25 containers-wide new generation ultra large container ships (ULCS).” There will be 98 quay cranes in total at Jebel Ali once all cranes on order are in place. **Source: Gulfnews**



The Dockwise **BLUE MARLIN** moored at the Vigo Cruise terminal, loaded with the **ALHD 'ADELAIDE'** Preparing for the voyage to Melbourne Australia. **Photo : Corné Jongeneelen (c)**



**24/7**

PHONE +31 10 2042 445

salvage@mammoet.com www.mammoetsalvage.com

**MAMMOET**  
Salvage

Worldwide Salvage  
Smart solutions, united experience

## Navios Maritime Partners L.P. Announces Delivery of Three Container Vessels

**Navios Maritime Partners L.P.**, an owner and operator of dry cargo vessels, announced today that the Hyundai Tokyo, the **Hyundai Shanghai** and the **Hyundai Busan**, all 2006-built container vessels of 6,800 TEU each, were delivered to Navios Partners' owned fleet on December 10, 13 and 16, 2013 respectively.

Following the acquisition of these vessels, **Navios Partners** has taken delivery of a total of five container vessels of 6,800 TEU each and this completes the acquisition of the container vessels as previously announced. All five vessels have been chartered out to an investment grade counterparty for ten years (with Navios Partners' option to terminate after year seven), at a rate of \$30,150 net per day per vessel. The vessels are expected to generate approximately \$39.5 million annual EBITDA and \$386.5 million aggregate EBITDA for the ten years of the charter period. EBITDA estimates assume expenses approximating current operating costs and 360 revenue days per year.

### Fleet Update

Following the delivery of the above vessels, **Navios Partners** has 28 vessels in the water and two to be delivered by Q1 2014. Navios Partners has contracted 60.5% of its available days on a charter-out basis for 2014.

**Source: Navios Maritime Partners**

## Holcim plans terminal at Timaru port

**Holcim New Zealand** has chosen the Port of Timaru to be the site of a 30,000 tonne import terminal. A second terminal will be built at Waitemata in Auckland. The new terminals will be operational within two to three years and complement the \$5 million new silo capacity project which is nearing completion at Lyttleton.

**Holcim NZ** capital projects manager Ken Cowie said choosing the Port of Timaru provided effective access to the major market of Christchurch and to the rest of the South Island. "Building an import terminal at Timaru is also consistent with the option of eventually building a new cement plant at Weston, near Oamaru, although this remains on hold for the foreseeable future," Mr Cowie said.

The projects represent the next stage of a \$100m investment programme which allows Holcim to import and distribute bulk cement for supply to the New Zealand market. **Source: Timaru Herald**



The **DOCKWISE VANGUARD** completed loading & seafastening in Singapore and departed for Angra dos Reis in Brazil – **Photo : Andre Korver – Dockwise (c)**

A banner for Redwise Global Ship Delivery & Crewing. On the left, a large blue and yellow ship is shown at sea. The text "Merry Christmas and a Happy New Year" is written in white and blue. On the right, the Redwise logo is displayed, featuring the word "Redwise" in red and blue, with a stylized red and blue wave graphic. Below the logo, the text "GLOBAL SHIP DELIVERY & CREWING" is written in red. At the bottom, the website "www.redwise.com" is listed.

## Chinese firm buys Pacifica Shipping

The **China Navigation Company** has signed a conditional agreement to buy **Pacifica Shipping** from the Dunedin-based Skeggs Group of companies. China Navigation said it hoped to complete the purchase the coastal shipping operator by the end of January. The company is the deep-sea shipping arm of the multinational Swire Group, a diversified corporation headquartered in London, also controlling cold storage, road transport, and agricultural-based businesses. China Navigation New Zealand manager Brodie Stevens said the company was optimistic it would complete the purchase by January to increase its investment in New Zealand's shipping and logistics industry. China Navigation has been a long-term participant in the New Zealand's maritime and transport industry. Stevens said its liner shipping arm Swire Shipping operated five independent multi-purpose liner services from New Zealand to Asia, Australia, North America and the Pacific Islands.

"We look forward to expanding and improving the valuable domestic transport solutions which Pacifica currently provides, and we are confident that the operational and environmental benefits of coastal shipping will continue to play a significant role in the sustainability of New Zealand's transport infrastructure," Stevens said. Based on the sale proceeding, Pacifica would remain an independent operation headquartered in Auckland, while Pacifica chief executive Steve Chapman said it would be business as usual. The Skeggs Group has interests in shipping, seafood processing and the wine and tourism industries throughout the South Island. "We are confident of China Navigation's



commitment to the sale process and the fact that they are willing to invest in the next stage of Pacifica's growth," managing director David Skeggs said.

China Navigation was founded in 1872 in Shanghai and started trading on China's Yangtze River. It now has an operational focus on the Asia-Pacific region. The first Swire vessel visited New Zealand 130 years ago. Swire now has interests in agencies, stevedoring, logistics and multipurpose liner shipping services. Pacifica operates two New Zealand-flagged coastal container ships, and is a member of the New Zealand Shipping Federation. **Source : Fairfax NZ News ©**



The **HYUNDAI PRIVILEGE** in Melbourne **Photo : Dale E.Crisp ©**

## **MPSV07 salvage vessel "Spasatel Zaborschikov" successfully passes acceptance trials**

The M/V "**Spasatel Zaborschikov**", built at Nevsky Shipyard, has successfully completed acceptance testing on December 17, 2013, the shipbuilding company said Tuesday in a media release. The **M/V Spasatel Zaborschikov** (Rescuer Zaborschikov) is third in a series of multipurpose 4MW salvage vessels of project MPSV07, under construction at the Nevsky dock. The series design was developed by Marine Engineering Bureau-Design-St. Petersburg.

General characteristics:

- LOA - about 73 m,
- DWL breadth - 15.5 m,
- Max. draft - 5.1 m,
- Max. draft DWT - about 1171 tonnes,
- Speed - 15 knots.



Russian Maritime Register of Shipping Class - KM Arc 5 1  
AUT1-ICS OMBO FF3WS  
DYNPOS-2 EPP Salvage ship.

The series ships are intended for patrol and rescue duty in the areas of shipping, fishing, offshore oil and gas fields; technical support and assistance in areas dangerous for shipping and production of seafood, for port services.

The MPSV07 series vessels are designed for search and

salvage of stricken ships, to conduct rescue and evacuation of people; refloating of stranded ships, pumping of water from flooded compartments, for towing of stricken vessels to shelter, for sea towing of vessels and floating facilities and structures in ice and open water, assistance to vessels and rescue operations in ice conditions and open water. The salvage ships features firefighting capabilities to extinguish fires on floating and onshore facilities, accessible from the sea.

The MPSV07 ships can operate as a Diving Support Vessel to assist underwater diving works at depths 60 meters, as well as for deep diving operations at depths up to 300 m; to respond to emergency oil spills and fire; inspection and cleaning of underwater hulls of ships, floating and shore facilities; for survey of seabed and sunken vessels at depths of 1,000 m. The lead salvage vessel of MPSV07 series, Spasatel Karev was delivered in October 2012, the second, Spasatel Kavdeykin - in July 2013. The fourth serial ship (Spasatel Demidov) was laid down in April 2013.

Schlusselfburg, St. Petersburg based **Nevsky Shipyard LLC**, is a subsidiary of North-Western Shipping Company (part of UCL Holding). **Nevsky Shipyard** is one of the oldest enterprises of water transport in Russia's the North-West. The company has been engaged in shipbuilding since 1952. The company builds mixed sea-river class vessels of various types and purposes and provides ranged repair services. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight of up to 2500 tonnes. **Source : PortNews**



The **AK BURKUT** moored in Malta – **Photo : Michael Cassar ©**

## CMT in for another cape

**Chinese Maritime transport**, the Taipei-listed dry bulk owner, has ordered another 180,000 dwt capesize at Qingdao Beihai Shipbuilding, part of state-backed **China Shipbuilding Industry Corp (CSIC)**. The \$46.6m ship will deliver in the third quarter of 2016. CMT ordered an identical ship at the same yard this August. Including its orderbook CMT's fleet has now hit double figures. **Source: Sino Ship News**

## Blue Ship vessels contracted for Statoil

Two of the six PSVs in the Blue Ship Invest fleet, '**Blue Thunder**' and '**Blue Guardian**', have been contracted for long-term work for Statoil, the company said in its press release. '**Blue Thunder**' has been working for Statoil since April, and this contract ends on 23 January. Statoil has now entered into a new 6-month contract for this vessel, with two 3-month options. '**Blue Guardian**', currently in the spot market for Statoil, has been contracted on the same conditions, and will start working for Statoil in the beginning of January. A third Blue Ship vessel, '**Blue Protector**', is also currently in the spot market for Statoil. The other three vessels in the fleet are on long-term contracts for Apache and BG. The vessels were built in the period 2012-2013, and they have been very attractive since entering the market. All six vessels are undergoing a change of ownership, as they were recently sold from Blue Ship Invest to Nordic American Offshore. **Source : PortNews**

## Star Bulk Takes Delivery of Its First Ultramax Bulk Carrier, Star Challenger

**Star Bulk Carriers Corp.**, a global shipping company focusing on the transportation of dry bulk cargoes, today announced that it has taken delivery of **M/V Star Challenger** (formerly **M/V "Supra Challenger"**), an Ultramax bulk carrier of 61,462 deadweight tons carrying capacity, built in Japan by Imabari Shipbuilding Group in November of 2012. The vessel has been employed on a short - term time charter for a period of 40 days, at a gross hire rate of \$13,700 per day. This short - term fixture is in line with the Company's flexible, spot - oriented commercial strategy, aiming to capture the benefits of a potential broader freight rate recovery in the dry bulk market.

The **Star Challenger** is the first of the two modern Ultramax bulk carriers to be delivered to the Company, pursuant to the relevant definitive agreement announced on November 18, 2013. The second Ultramax bulk carrier, **Star Fighter**, is expected to be delivered to the Company by the end of December 2013.

The Company has financed the purchase of **Star Challenger** using cash on hand and is currently in advanced discussions with a major lending institution to secure commercial bank debt financing for the two Ultramax bulk carriers.

Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks which include bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK". Currently, Star Bulk has an operating fleet of fifteen dry bulk carriers. The total fleet consists of five Capesize, two Ultramax and eight Supramax dry bulk vessels with a combined cargo carrying capacity of 1,413,526 deadweight tons. The average age of our current operating fleet is approximately 9.5 years. Additionally, we have nine third party dry bulk vessels under our management, four Capesize, two Panamax and three Supramax vessels with a combined cargo carrying capacity of 1,030,720 deadweight tons. We have also entered into agreements for the construction of nine fuel efficient dry bulk vessels, three Newcastlemax vessels, two Capesize vessels and four Ultramax vessels, with a combined cargo carrying capacity of 1,227,000 deadweight tons. All of the newbuilding vessels are expected to be delivered during 2015 and 2016. **Source: Star Bulk Carriers**

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



Last Monday the fourth Triple E-vessel arrived at Aarhus on its maiden voyage. Unfortunately for ship photographers the arrival was at 7:30 a.m., which is not a not a good time as Denmark in December is a rather dark area. When the fourth Triple E, named **Marie Maersk**, left Aarhus later the same day it passed her sistervessel **Majestic Maersk** in Kattegat while on a voyage for Gothenburg. It was the first time that two units in the Triple E-series met in Danish waters. **Majestic Maersk**, the second vessel in the series, was on a voyage from the Far East to Gdansk in Poland.

**Photo / text : Bent Mikkelsen ©**



The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>