



Number 355 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 21-12-2013

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**18-12-2013 : SAM SIMON** from Rosebud Pier, good weather and fresh air as she rounded the Hovel Pile off to War down south, she was a long way off being only 55 meters long. Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

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## EVENTS, INCIDENTS & OPERATIONS

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The **SKANDI SEVEN** working just outside 500m zone of Bp`s **Nakika platform** in Gulf of Mexico. doing "Bp Galapagos A4 UMD umbilical recovery " **Photo :John Andre Lind ©**

## Yamal LNG project gets final investment approval

The Board of Directors of Yamal LNG approved a final investment decision ("FID") for the Yamal LNG project, consisting of the development of the South-Tambeyskoye gas condensate field and the construction of a natural gas liquefaction plant on the Yamal Peninsula (the "Project"), NOVATEK announced on Wednesday. All of the relevant corporate approvals had been issued earlier by NOVATEK and Total, shareholders of Yamal LNG.

The Yamal LNG plant will consist of three liquefaction trains with overall capacity of 16.5 million tons per annum. Start of commissioning works at the first liquefaction train is scheduled for 2016 with the planned commercial launch of the first LNG train in 2017. The Project also requires the construction of transport infrastructure including a sea-port facility and an international airport located at Sabetta (north-east of the Yamal Peninsula). Up to 16 ice-class LNG carriers of special ARC-7 design will be used to effect year-round transportation of LNG to international markets.

As part of the Project implementation, main tenders have been completed and key contracts have been signed. The EPC contract has been awarded to the joint venture of Technip and JGC. Overall capital expenditures of the Project are now estimated at \$26.9 billion, of which \$2.6 billion have already been financed by the shareholders. As of Dec. 18, the orders for long-lead items (including cryogenic heat exchangers, gas turbines, and the compressors for the liquefaction trains) have been placed; eight production wells have been drilled, more than 3,100 construction workers



are already on site. Preparation of the construction site for the LNG plant has been completed, the piling of the foundation for the LNG tanks has begun, the construction of the sea-port and airport has reached an advanced stage, and more than 70% of the expected LNG production output has already been contracted.

Chairman of the Management Board of OAO NOVATEK, Leonid V. Mikhelson commented: "The Yamal LNG project is a transformative project for NOVATEK and a key element in the overall strategy to develop the natural gas resources on the Yamal Peninsula and increase the output of LNG from Russia. In a relatively condensed period of time we have accomplished quite a lot of work with the project establishing a very good base to move forward with confidence to implement our plans". Yves-Louis Darricarrère, President Upstream at Total commented: "The successful sanction of Yamal LNG strengthens Total's global portfolio to sustain post-2017 production over the next decades and further increases our presence in a high potential region of Russia in terms of gas resources. Yamal LNG has made tremendous progress in recent months and Total will join forces with NOVATEK by harnessing all of its expertise and effort to deliver this top-tier LNG project within schedule". **Source : Portnews**



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Right : **Tugspotters.com** wishes all readers Merry Christmas & happy new year

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**At the card is Santa seen over viewing Singapore Business district from the Marina Bays sands hotel swimming pool**

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## B.C. Ferry cuts 'strangling' Bowen Island

**Mayor says young families leaving the island**



The mayor of Bowen Island is warning the province that proposed ferry cutbacks spell serious economic hardship for his community. "I think they're slowly strangling Bowen Island," said Mayor **Jack Adelaar**. "Young people are going to leave. They're leaving now."

Earlier this month, **Adelaar** wrote to B.C. Premier **Christy Clark** saying he was "deeply concerned" about the impact of proposed ferry

cuts on the island community. Seniors who live on the island, families with kids in Lower Mainland sports leagues and commuters who take the ferry to work will all feel the impacts, he said.

**B.C. Ferries** is proposing to cut the first two round trips between Bowen Island and Horseshoe Bay on Saturday and Sunday and the last round trip on Sunday night in order to save \$270,000 on that route.

The cuts are among \$14 million in service reductions proposed for minor ferry routes across the fleet, including routes from West Vancouver to both Bowen Island and the Sunshine Coast.

Adelaar said the early-morning cuts will affect people who live on the island and work in the Lower Mainland, including health-care workers. If the cuts go ahead, those people will have to try to get different shifts, or move off island, he said. More than 150 people showed up to a public consultation in November to oppose the changes, which include reducing the seniors discount from free to 50 per cent of regular fare Monday to Thursday. But Adelaar said in the past, the ferry corporation hasn't paid any attention to public feedback. "It's almost as if we're talking to a brick wall," he said.

According to B.C. Ferries, the Bowen Island route annually carries slightly more than half the cars it has capacity for and loses \$7.07 million. The Langdale route between the Sunshine Coast and Horseshoe Bay — where the ferry corporation plans to cut the first round trip on Sunday morning — runs at 54 per cent car capacity and loses about \$4.5 million annually, according to the corporation. In his letter to the province, Adelaar said rising fares are driving people off the island. Property values on Bowen are falling, he added.

Ferry users have previously called on the province to put more money into the ferry system. But Transportation Minister Todd Stone has already said publicly that's not going to happen. Taxpayers have already provided about \$180 million to the ferry system this year, including an extra \$85 million spread over several years to help reduce fares, he said. The financially troubled ferry corporation has seen costs balloon since it became a quasi-private corporation more than a decade ago.

Ferry fares have risen between 130 per cent and 140 per cent in the past decade. Meanwhile, debt costs have tripled — now accounting for 28 per cent of all ferry expenses — fuel costs have more than doubled and labour costs are also up. Ferries brass has also warned the corporation will have to spend about \$2.6 billion more over the next decade to buy new ferries and do terminal upgrades.

Adelaar said the burden of that is falling unfairly on ferry-dependent communities like his. Bowen Island residents are part of Metro Vancouver and pay gas taxes but don't see any direct benefit of that, he said. While Stone said recently the province does not consider the ferries part of the highways system, that's how W.A.C. Bennett first set it up, said Adelaar. "After you've built an economy based on an ability to get to Bowen Island, to say you're going to cut that, it's a little backwards to me."

A group representing ferry advisory groups in several smaller ferry-dependent communities have said they would prefer to see cuts to the Tsawwassen to Duke Point schedule which primarily serves commercial vehicles and loses between \$24 million and \$30 million a year. Last Friday was the last day for the public to make comments on the proposed service changes. Find information online at [www.coastalferriesengagement.ca](http://www.coastalferriesengagement.ca) Source : nsnews.com

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## Probe of Bald Head ferry accident could take months

**U.S. Coast Guard** officials said the investigation into what caused a Bald Head Island ferry to run aground Tuesday morning could take months.

Lt. Lane Munroe would not speculate during a news conference Tuesday what caused the accident while the investigation is ongoing. "It would be false to try and speculate right now," said Munroe, the command center chief of Coast Guard Sector North Carolina. The Coast Guard will take the lead in the investigation, he said. At least 21 people were injured when the ferry **Adventure** struck a sandbar off Battery Island, according to the Coast Guard.

Munroe said Coast Guard investigators, who were dispatched to the area from Wilmington, are focusing the investigation on why the incident occurred. During their initial investigation Tuesday, Coast Guard officials worked with the ferry's crew members and evaluated the boat's stability in the water. He said Bald Head Island Limited, the ferry's operator, planned to have a tug boat help dislodge the ferry from the sandbar at 7:50 a.m. Wednesday during high tide.



Munroe said 13 passengers were rushed off the ferry by Coast Guard officials and medical personnel, and taken to area hospitals for treatment. A 14th person was transported

because that person was assisting an injured passenger, Munroe said. Amanda Hutcheson, spokeswoman for Brunswick County, said 10 people suffered minor injuries, two were moderately injured and one person was potentially seriously injured in the accident. **Source :Star News Online**

## EU Ministers adopt balanced approach on MRV

On 13 December, the second formal Environment Council under the Lithuanian Presidency took place in Brussels. EU environment ministers discussed the draft Regulation on Monitoring, Reporting and Verification (MRV) of CO<sub>2</sub> emissions from maritime transport, ECSA said in its press release.

Presenting the Commission's proposal, Connie Hedegaard, Commissioner for Climate Action, recognized the specificities of the shipping industry and stated that a global action will cater more efficiently to the shipping sector's needs than a purely regional approach. Consequently, she claimed that the Commission's proposed Regulation on MRV would achieve this objective by contributing to the work undertaken at IMO level.

As regards the scope of the proposal, Ministers were quite critical of Mr Skylakakis' (EPP Rapporteur on the MRV file) decision to include all shipping emissions in the proposed Regulation and considered whether the harmonised system for monitoring and reporting of carbon dioxide emissions from maritime transport strikes the right balance between ensuring a minimum level playing-field and allowing the necessary flexibility while minimising administrative burden.

Ministers were also not in favour of enlarging the scope of the proposal so as to include ships of 400 GT or more (another feature of Mr. Skylakakis' report) and supported the original threshold of 5000 GT, as proposed by the Commission.

Concerns were also expressed with regard to the confidentiality of the reported data, which prompted Members States to advocate the reporting of emissions on an aggregate basis rather than a ship-by-ship basis.

Among other subjects, environment ministers also discussed a draft regulation adopted by the Commission on the prevention and management of the introduction and spread of invasive alien species, which aims at establishing a framework for action to prevent, minimise and mitigate the adverse impact of invasive alien species on biodiversity and ecosystem services. The EU 28 agreed on the need for an efficient system at EU level to combat invasive alien species, the need to review some of the features of the list of such species (their number and origin) and the importance of regional cooperation as an important element to ensure an efficient fight against invasive alien species. This exchange

of views will be used by the incoming Greek Presidency of the Council to make headway on this particular file. **Source : Portnews**



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The **Oceanco** built megayacht **Y 709** during trials in Rotterdam-Europoort – **Photo : Kees Schotel ©**





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## Viking Supply Ships open Canadian office

**Viking Supply Ships** have opened an office in St. John's, Newfoundland, Canada. VSS has had several vessels working in Canada over the last few years and the opening of the Canadian office will strengthen the strategic position in the Canadian market. Mr. Gerard Dunphy has been employed as the Managing Director, the Company said in a news release. Mr. Dunphy has been in the Offshore Business for over 20 years in Atlantic Canada, the Canadian Arctic, Alaska, Greenland and the North Sea. He graduated from the University of Plymouth, Msc. International Shipping in 1988 and Memorial University, Marine Institute, Naval Architecture in 1984. **Source : PortNews**



## Western Geco placed order for multipurpose drying system for Amazon Warrior



Western Geco recently placed an order with PRONOMAR for one of our innovative, environment-friendly multipurpose Pronomar – Top Trock drying systems. The dryers are installed on board a new seismic research vessel named Amazon Warrior, that Flensburger Shipbuilders delivered in November 2013.



will see to the perfect drying and maintenance of 24 survival suits, diving suits, jackets/trousers or overalls as well as caps and other relevant headgear. The drying systems are all built from long-lasting, solid seawater-resistant stainless steel and work with the help of a powerful yet energy-efficient warm-air blower that blows a lot of warm drying air directly into the suits via nozzles in the form-fitting drying hangers, smartly placed at even the hardest-to-access-places such as shoulders, back, arm pits and legs. By keeping the costly work wear dry at all times, the materials lifetime is extended considerably which means significant savings in purchasing costs. The drying systems also



help to increase the health, wellbeing and motivation of the crew on-board as it goes without saying that if you can work in dry gear at all times you are less likely to get sick.

For Pronomar this order was extra special, as we already have done good business with Western Geco in the past and feel that we successfully managed to get a foothold in the maritime business network. [www.pronomar.com](http://www.pronomar.com)





The **ARCTIC DAWN** passing Velsen Zuid outbound fort rails at the North Sea – **Photo : Marcel Coster ©**

## Otesat-Maritel adds ECDIS by MARIS AS to its products portfolio

**Otesat-Maritel**, a member of the OTE Group, one of the largest telecommunications group in SE Europe, is pleased to announce its cooperation with MARIS AS and the addition of ECDIS from MARIS AS to the products and services in its Bridge Equipment portfolio. Installation of over 7,500 ECDIS from MARIS to date reflects the market's approval of its product and associated services, turning MARIS into a leading provider of ECDIS.

The ECDIS900 system is supported via the sophisticated MARIS Bridge Assistant (MBA) platform. Among other features, the MBA enables ordering of Electronic Navigational Charts (ENCs). It also supports advanced modules that include one to minimise fuel consumption and another to overlay Radar information on electronic charts.

The MARIS ECDIS900 is compliant with the new IEC 61174:2008 Ed3 standard. It has been designed for: ease of use; full Microsoft Windows compliance; on-line ordering of electronic charts; weather forecast display; and application trainer for crew. Other characteristics promote uptake of ECDIS in the maritime market in general, including: link to AIS; integration with Admiralty TotalTide; NAVTEX interface; and a certified on-board Training Module.

ECDIS products and services are provided to all major shipping centres worldwide to ships registered with the leading classification societies. The system is supported via Otesat-Maritel's 24/7 Customer Care, which is offered through a global service network stocked with spare parts.



left **From Australia the crew of the SOLITAIRE wish you Merry Xmas**

**Arie van der Harst HSEQ services 'Shipping Lane' (www.shippinglane.nl). Wish all readers Merry Christmas and a prosperous 2014**

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## Lloyds Bank accelerates exit from ship financing

Lloyds Banking Group has sold billions of dollars in shipping loans in recent months as the British bank accelerates its exit from the sector and reduces capital exposure, ship finance sources said.

Lloyds, its British rival Royal Bank of Scotland and Germany's Commerzbank and HSH are among European banks seeking to sell shipping loans to investors including private equity funds to strengthen their balance sheets.

The sources said Lloyds' shipping portfolio was now worth in the region of \$1.5 billion to \$3 billion. Lloyds has not given regular updates on its shipping market exposure but it stood at 7 billion pounds (\$11.37 billion) at the end of 2012. "Lloyds has been actively deleveraging in this area as with other non-core assets," one banking source said.

The sources said Lloyds had offloaded parts of its shipping portfolio to private equity funds and more discreetly to other banks.

"They are doing a good job writing it down and they are packaging and selling it off to strategic buyers," one ship finance source said.

Lloyds is 33 percent owned by the UK government, which wants it to focus on lending to British households and businesses. It needs to plug an 8.6-billion-pound shortfall identified by Britain's financial regulator in June before it can persuade the regulator to allow it to pay dividends again.

RBS said it was placing its entire shipping business inside a 'capital resolution group', which would house its internal 'bad bank', but does not plan to exit the shipping industry entirely.

Separately, struggling German public-sector lender HSH Nordbank said on Wednesday it had secured \$700 million in funding from Citigroup, backed with 30 ship loans from HSH's portfolio, as part of efforts to diversify its refinancing.

Shipping companies say the sector will continue to face tighter lending conditions given the scale-back by many banks.

"Some of the smaller, more thinly capitalised ship owners ... will still struggle," said Nick Fletcher of Commonwealth Bank of Australia, one of the few banks boosting lending to the sector.

Fotini Karamanli, chief executive of dry bulk ship owner Hellenic Carriers, added: "The reality is ship financing is more expensive today and the terms under which it is provided are stricter." **Source: Reuters**



## China Confirms Incident between Naval Vessel, US Warship in South China Sea

China on Wednesday confirmed an incident between a Chinese naval vessel and a US warship in the South China Sea. Washington earlier said a US guided missile cruiser had avoided a collision with a Chinese warship maneuvering nearby, Reuters reported. The Chinese naval vessel was conducting "normal patrols" when the two vessels, **USS Cowpens** and a Chinese warship, operating near China's only aircraft carrier, met, China's Defense Ministry said.

"During the encounter, the Chinese naval vessel properly handled it in accordance with strict protocol," the ministry said. Source : FARS news Agency



18-12-2013 : crude oil tanker **SMART LADY** outbound in Vancouver harbour assisted by the Seaspan tug **SEASPAN RAVEN** Photo : **ROBERT ETCHELL** ©

## Lampedusa tragedy: Italian vessels should have saved migrants

While Malta was responsible for coordinating the rescue operation to save migrants on a sinking boat on 11 October, Italian ships that were in the vicinity should not have waited for instructions from Malta but should have acted immediately to save lives, former AFM commander Martin Xuereb told this newspaper yesterday.

Some 200 boat people were saved on the day, but about 270 lost their life.

After several refusals by the AFM and the government to comment on the procedure followed by Malta on the day of the tragedy, The Malta Independent spoke to Brigadier Xuereb, who was still head of the AFM at the time. The Brigadier clarified a number of points that seem to give a new angle to the story, one in which the Italians could, ultimately, be at fault.

A few days ago, in a letter to L'Espresso news magazine, Italian Admiral Felicio Angrisano confirmed that Italian ships were in the vicinity but insisted that they could not act without orders from Malta.

But Brigadier Xuereb insists that the logical thing to do would have been to save the migrants and worry about the details later. He said that there were cases in the past when Italian vessels had saved migrants from inside Malta's Search and Rescue zone because they were the closest assets.

But it seems that, in this case the Italians had acted differently.

### **Did Italy inform Malta that the migrant boat was sinking?**

The Italian Admiral had also told L'Espresso that Malta was informed about the incident at around 1pm and immediately took charge of coordinating the mission. However, it seems that the Italians could have failed to inform Malta that the boat – with around 400 people on board – was sinking. And this would have made a big difference.

"Many migrant boats cross the Mediterranean and some manage to cross under their own steam. If the persons on board are not in imminent danger of losing their lives, the case would not necessarily be treated as urgent. In this case I do not recall the Italians telling us that the boat was sinking," insists Brigadier Xuereb, who points out however, that he does not remember all the details and he has no access to AFM information.

"To take over a rescue operation you need someone who needs rescuing, but in this particular case I don't think that Malta was aware that the boat was sinking."

Brigadier Xuereb said that in such cases, the country which has the SAR zone in which the boat is, is responsible for coordination. But the responsibility to assist has to be shared equally between all countries involved.

### **Maltese patrol boat was not 230km away**



Brigadier Xuereb said that another point that needs to be clarified is the position of the Maltese patrol boat P61. "The impression given was that the patrol boat was sent from Malta, 230km away. But the P61 was actually quite close to the migrant boat. If I am not mistaken it was around 60km away. The boat had been out on routine patrol and I remember thinking that we were lucky that it was in the area."

The former AFM commander also disagrees with the Italian version of events that said that the migrant boat capsized at around 5.10pm. "I remember clearly that our plane spotted the boat at around 4pm and noted that something was wrong. The boat capsized a few minutes later."

The Brigadier's version of events is the same as given by a news release issued by the AFM on 11 October. "My recollection is that Malta chose the best possible action at the time." **Source : Independent**

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## HARVEY GULF LAUNCHES NEW WEBSITE

New Orleans based **Harvey Gulf International Marine**, announced the launching of its completely remodeled corporate website. [www.HARVEYGULF.com](http://www.HARVEYGULF.com) The website has been updated to reflect the growth and presence of **Harvey Gulf** as one of the leaders in the US oil and gas industry as well as being the leader in LNG powered offshore support vessels. Visitors to the website will be able to access detailed specification sheets for the fleet, information regarding the LNG vessels and LNG facility, Alaskan operations as well as information about Harvey's continued commitment to safety and quality.

CEO **Shane Guidry** commented:

"I am pleased to present my company's new website as an extension of our commitment to our customers and their needs to have a clear understanding of the Harvey Gulf fleet and corporation. In particular the Go Green webpage provides important information for our customers regarding the LNG vessels under construction and the first LNG refueling facility to be located in Port Fourchon, LA."

Founded in 1955, Harvey Gulf International Marine is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. For more information on **Harvey Gulf**, please visit [www.harveygulf.com](http://www.harveygulf.com).



The THSD **CORNELIS ZANEN** operating at the Weser River – **Photo : Jan van Vuuren ©**

## **Maritime Union backs calls for shipping lanes**

The union that represents New Zealand shipping crews is backing calls for mandatory shipping lanes on the New Zealand coast. Maritime Union of New Zealand national secretary Joe Fleetwood says there is real potential for another Rena type grounding. Wellington based marine expert John Riding has detailed many recent near miss incidents by large vessels coming close to grounding on the New Zealand coast and offshore islands and reefs. The Maritime Union is backing his call for shipping lanes to be put in place on the New Zealand coast.

Mr Fleetwood says that this is a basic measure to tighten up the maritime industry. He says there is enormous time pressure to maintain shipping schedules and this obviously can conflict with safety best practice. The same pressures are behind New Zealand's bad health and safety record in many industries that have been deregulated and where profit is put before safety, he says.

Mr Fleetwood says that most large vessels on the New Zealand coast are flag of convenience vessels, which increases risks due to lack of regulation in flag states, and in many cases are in poor condition. "The New Zealand coast is an unforgiving environment and we should not wait for another Rena type situation to move on this issue." **Source : Scoop**



## US ship's crew refused bail by Indian court

A high court in India has turned down bail for the crew of a US-owned ship who were arrested in October on charges of illegally possessing weapons. The 35-strong crew, including 33-year-old Scot **Billy Irving**, will now remain in jail over Christmas despite not having been charged with any crime.

Under Indian law they should be charged or released within 90 days, and only two weeks remain of this period.

Mr Irving's family said they were concerned over his welfare. Billy's brother, Jamie, said he had been in hospital twice with dysentery and had only been visited by the Foreign Office after his first admission.

He said they had no way of finding out how Billy was after his second admission to hospital. Since his arrest, the family have had no contact with Mr Irving, who spent 10 years in the Parachute Regiment. They have previously called on the British Consulate to make weekly visits to ensure the men's situation is closely monitored.

The ship's owner, **AdvanFort**, is one of a growing number of Western security companies involved in protecting shipping from pirates in the Indian Ocean. The company described the court ruling as "outrageous".

It said: "The mystifying investigation by Indian authorities has dragged on for two months already while AdvanFort's seamen and maritime security contractors continue to languish in despicable and barbaric conditions at Indian prisons.

"Throughout their careers and this ordeal, these men have admirably adhered to the highest standards of professional conduct and integrity. "**AdvanFort** thanks their loved ones for their patience and understanding as we now redouble our efforts in continuing to work around-the-clock, 24/7 to secure their release." **Source : BBC**



18-12-2013 : **SOUTHERN HIGHWAY** enroute the Westhaven in Amsterdam **Photo : Simon Wolf (c)**

## Greeks dominate list of biggest shipping magnates

Greek shipowners dominate the list of the 100 most important personalities in global shipping compiled by Lloyd's List, with John Angelicoussis topping the chart and another 14 Greeks included in the elite rankings. That's a total of 15 Greek figures in the British-based daily newspaper's top 100 list – about the same share as the 16 percent of global shipping capacity that Greeks control. Lloyd's List has retained Angelicoussis at the top of the list as his group remains the biggest in terms of ship numbers: 45 dry-bulk carriers and 41 tankers.

Besides the head of the Angelicoussis Shipping Group, the top 10 also includes Angeliki Frangou of Navios and George Economou of DryShips in eighth and ninth respectively. Navios recently added 50 ships to its fleet, confirming its rapid growth, while Navios Europe yesterday announced it had reached an agreement with **HSB Nordbank** for the acquisition of five tankers and five container ships, totaling 219 million euros. DryShips has managed to stay afloat despite the crisis in the dry-bulker and tanker markets where it is active. OceanRig, a DryShips subsidiary in the very profitable oil platform sector, has also contributed to the major role the parent company is playing in global shipping.

Peter Livanos and George Prokopiou are in 22nd and 23rd spot respectively, with the head of the Union of Greek Shipowners, Theodoros Veniamis, taking the 51st spot. Constantinos Constantakopoulos, who is continuing the family tradition in the container shipping sector, ranks 57th, with Nikos Tsakos in 61st.

The other Greek shipowners in the top 100 are Peter Georgiopoulos (69th), Evangelos Marinakis (73rd), Symeon Palios (77th), Petros Pappas (80th), John Platsidakis (83rd), Dimitris Melissanidis (94th) and Haralambos Fafalios (96th).

Source : ekathimerini



The **SELENE LEADER** moored at Bonaire – Photo : Henk Ram (c)



## Greenpeace loses Anadarko oil case

**Greenpeace** has lost a bid to have the granting of Anadarko's offshore drilling permit declared erroneous in the High Court.

Greenpeace's case was based on Anadarko's omission of annexes from the impact assessment it was required to submit to the Environmental Protection Authority (EPA) to be granted a petroleum exploration permit for an area in the Taranaki Basin. Anadarko is drilling an exploration well it began within the permit area on November 26.

Under transitional provisions that apply before the Exclusive Economic Zone and Continental Shelf Act came into force, Anadarko had to submit an impact assessment to the EPA before petroleum exploration activity could start.

Anadarko submitted an impact assessment for the Taranaki Basin drilling on September 13. It was reviewed and found to be incomplete.

Anadarko provided clarification of some matters, and supplied a revised impact assessment addressing these on September 26. The material was reviewed, and the 150-page impact assessment found to be satisfactory for the purposes of the act.

Appended to the impact assessment was a further 73-page discharge management plan – addressing management and avoidance of any potential pollutants and including emergency spill response procedures – that was submitted to Maritime New Zealand. Greenpeace submitted the impact assessment had been incomplete, as it did not have the annexes to the discharge management plan. The EPA erred in accepting the impact assessment, and should have returned it as incomplete, Greenpeace said.



The High Court ruled the evidence did not indicate any error by the EPA, and said there was no evidence that resubmitting the impact assessment supplied in the discharge management plan would achieve any meaningful objective.

A "careful and proper consideration of the completeness of the impact assessment" has been undertaken by the EPA. In addition, the impact assessment was independently and internally reviewed, Justice Mackenzie found.

The EPA welcomed the High Court's decision, and said it was satisfied Anadarko provided sufficient information in its impact assessment on the measures it intended to take to avoid, remedy or mitigate any adverse effects on the environment.

Anadarko must complete the Taranaki Basin well by May 31 next year to comply with the permit conditions. **Source :** **Fairfax NZ News**



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## **NAVY NEWS**

# **Navy investigator pleads guilty in defense contractor bribery case**

senior U.S. Navy criminal investigator pleaded guilty Tuesday to bribery charges stemming from a multimillion-dollar fraud probe targeting an Asian defense contractor. The conviction of Naval Criminal Investigative Service agent John Beliveau II is a first for federal prosecutors in the massive scandal that has ensnared six Navy officials so far and could lead to an expansion of the investigation if Beliveau cooperates with authorities as part of his plea agreement. In federal court Tuesday in San Diego, Beliveau acknowledged keeping Malaysian contractor **Leonard Glenn Francis** abreast of the yearslong fraud investigation that NCIS agents were conducting on Francis' company, **Glenn Defense Marine Asia Ltd.**, or GDMA. In exchange, Francis paid for plane tickets, hotels and prostitutes for Beliveau, according to the plea agreement. Francis has pleaded not guilty in the case that alleges GDMA overbilled the Navy by at least \$20 million for port services. GDMA has provided fuel, food and supplies for Navy ships for 25 years.

According to the plea, Beliveau gave Francis detailed advice on how to thwart the investigation, leaking the names of witnesses and downloading hundreds of pages of confidential NCIS files to share with him. Beliveau, who faces a maximum sentence of 20 years, said he is sorry for what he's done. "I'm here to do the right thing, and that's what I did today," Beliveau, 44, said after the hearing in federal court in San Diego. His attorney, Gretchen von Helms, declined to say whether her client would now assist the investigation, saying only he is "ready to prove he is honorable." "This was a mistake generated by Mr. Francis, who knows of a man's weakness and exploited that," she said. Two Navy captains have also been charged in the case. Prosecutors allege they provided Francis with confidential ship route information or directed the movement of Navy vessels to Asian ports with lax oversight so the company could inflate costs and invent tariffs by using phony port authorities. In exchange for the assistance from the Navy officials, Francis, known in military circles as "Fat Leonard," lined up prostitutes, hotel stays and tickets to shows, including a Lady Gaga concert in Thailand, according to a criminal complaint. **Source : NBCNews**

"This isn't only bad news for Leonard Glenn Francis, but I suspect there are a number of yet unnamed Navy people who are (and should be) worried," Michael T. Corgan, a Vietnam veteran who teaches international relations at Boston University, said in an email. "Something of the scope that this scandal embraces didn't happen without a reasonably

widespread acceptance of bad practice," he wrote. Francis was arrested in September. His cousin, Alex Wisidagama, a company manager who was also arrested, also has pleaded not guilty in the case. Navy Cmdr. Jose Luis Sanchez and Cmdr. Michael Vannak Khem Misiewicz have entered not guilty pleas as well.

Two admirals have lost security clearance and two other Navy officials have been relieved, but none has been charged. Francis and Beliveau exchanged thousands of text messages, and at one point, the contractor bragged to an associate in an email: "'I have inside Intel from NCIS and read all the reports,'" according to court documents.

"This is an audacious violation of law for a decorated federal agent who valued personal pleasure over loyalty to his colleagues, the U.S. Navy and ultimately his own country," said U.S. Attorney Laura Duffy in a statement.

When authorities became aware that Beliveau was leaking information, they planted bogus reports in NCIS files, including one indicating that they were dropping the case against Francis, according to the prosecution.

Shortly after that, Francis flew to San Diego, believing he was meeting with Navy officials for business and was arrested, according to court records. Beliveau, who worked for NCIS for 11 years, was taken into custody that same day in Virginia. A sentencing hearing has been set for March 7. **Source : NBCNews**



18-12-2013 : The **USS MONTEREY** departing from Malta – **Photo : Mario Schembri (c)**

## **New Russian Ballistic Missile Sub to Join Fleet**

The second new Borey class ballistic missile submarine will enter Russian Navy service today (Saturday), a defense industry source has told RIA Novosti.



"The commissioning of the ship into the fleet, as well as a flag-raising ceremony on the ballistic missile submarine **Alexander Nevsky**, was planned for December 21," the source told RIA. Russian Defense Minister Sergei Shoigu will attend the ceremony at the Sevmash shipyard in the northern city of Severodvinsk.

The Defense Ministry said last month that delivery of the boat would be delayed until 2014 following the failure of an onboard missile system during sea trials in September. The malfunction was the latest in a string of eight



failures of the new Bulava missile – developed for the new Borey class submarines – out of a total of 19 or 20 launches.

The new Borey class boats are currently incapable of performing their primary role of nuclear deterrence while the Bulava has not yet been cleared for service, a navy command source said on November 1.

The **Alexander Nevsky**, with a length of nearly two football fields, can carry sixteen Bulava missiles, each fitted with up to ten independently-targetable nuclear warheads. The first ship of the Borey class, the **Yury Dolgoruky**, entered service in January. Ballistic missile submarines comprise one leg of Russia's strategic nuclear triad along with land-based ICBMs and the bomber force.

The Borey is Russia's first post-Soviet ballistic missile submarine class and will form the mainstay of the strategic submarine fleet, replacing aging Typhoon, Delta-3 and Delta-4 class boats. Russia ultimately expects eight of the type to enter service by 2020. The third boat in the class, the **Vladimir Monomakh**, is expected to be launched for manufacturer's acceptance trials this month. **Source: RIA Novosti**

## First ever Royal Navy drone launched in £30million mission to stop Somali pirates

THE Royal Navy launched its first drone in an operational theatre as it stepped up its campaign against Somali pirates.



The **Scaneagle** unmanned aerial system (UAS) was launched from the Royal Fleet Auxiliary **Cardigan Bay** in the Gulf and flew to a height of up to 19,500ft. The UAS was then brought back by a pilot on the ship using remote controls after it had acted as an eye in the sky over the horizon.

The **Scaneagle** is one of two in a £30million deal with Boeing and each UAS will fly up to 300 hours a month. The UAS is catapulted off the back of ships and then recovered by flying them back to be caught by a wire extended over the side. It is expected to be used shortly to spot pirates threatening shipping in the Indian Ocean. Details emerged as Defence Secretary Philip Hammond threw open the RAF's secret base for controversial drones – RAF Waddington in Lincolnshire.

RAF crews here and at the USAF base in Creech, Nevada, fly the Reaper on surveillance and attack missions over Afghanistan. The 35ft long remotely piloted air system can unleash weapons on insurgents with the trigger being pulled thousands of miles away.

In 54,000 hours of flying over Afghanistan it has fired 459 weapons, usually Hellfire missiles in support of Coalition troops under attack from insurgents. The drones are controversial and have been branded robot killers.

But Mr Hammond insisted that their crews are subject to the same rules of engagement and legal controls as the pilots of fighter bombers such as Tornados and Typhoons.

He said: "In well over 400 lethal strikes by British UAS's we know of just one strike where sadly there were civilian casualties.

"But civilian casualties also result from strikes by manned aircraft. Our challenge is not to guarantee that they never happen but to minimise that risk to as low as possible."

He added: "UAS's are certainly part of the future. We expect they will be part of the British posture alongside manned aircraft. No-one knows what the balance will be between manned and unmanned systems."

Mr Hammond also said there are moves to open up European air space to UAS's with one expert predicting that the market in the UK alone could be worth up to £20billion within six years.

Mr Hammond, who said possible civilian uses include maritime search and rescue and border protection, said he expected progress in UAS's being licensed to use European air space.

At RAF Waddington the full range of UAS's used by the military was on display from the Army's tiny Black Hornet mini helicopter to Watchkeeper which has a 33ft wing span. The Black Hornet weighs just 16grammes, fits in the palm of a man's hand and can be put up by soldiers to see what the enemy is up to in their immediate area.

Watchkeeper, which will enter service with the Royal Artillery next year, can stay airborne for 16 hours and relay information to troops on the ground day and night. Meanwhile the Royal Navy revealed that its Scaneagle has had its first trial in an operational theatre. Commander Bow Wheaton, 46, from Dorking, said: "It was flown for the first time in theatre and is due to enter service next month.

"Skippers get an unprecedented situation report from this eye in the sky.

"It lets us look for the enemy before they see us. It could be used to look for pirates, to spot a threat to your ship or to look ahead to a choke point where the enemy may have assembled small craft loaded with explosives. This would let you do something about it or avoid it.

"And at night it would help the skipper decide which lights out there are friendly – otherwise he is just looking at dots on a radar screen."

The drones provide live video footage of incredible detail to commander son the ground, even letting them see what weapons the enemy are carrying.

One RAF Intelligence Analyst, who would only give his name as Corporal Billy, said: "There have been occasions when we have spotted disturbed earth which has turned out to be where insurgents have planted an improvised explosive device. Finding that is very fulfilling. "Every time we have fired a missile we have been supporting our guys on the ground who more often than not were under fire. We are helping to save their lives which is just as fulfilling as spotting an IED." Source : Express

## SHIPYARD NEWS



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## FSG hands over ROLLDOCK STAR

Dutch owner takes delivery of heavy cargo transport ship



Flensburger-Schiffbau-Gesellschaft (FSG) handed December 18th over the latest of four prototype newbuildings – the completed **ROLLDock STAR** for Dutch owners **RollDock BV**. The 151.50 metre long special ship is highly flexible in operation and also multi-functional. She is designed to carry demanding cargo and heavy project loads, for example in the offshore sector. A sister ship is due for completion and delivery next spring. For FSG Managing Director **Peter Sierk** and his team hand-over proved yet again "that we are capable of tackling new challenges successfully. Marketing, Design and Production teams have all pulled together to



execute this order to the complete satisfaction of the customer", he said. "The future of our shipyard clearly lies in specialised



shipbuilding. If we remain as focused in our future activities as we have been in the past three years, I will have no need to worry about the FSG", Sierk added. The **ROLLDOCK STAR** has a range of different loading possibilities. Two heavy-duty cranes move cargo weighing up to 700 tons. In addition **ROLLDOCK STAR** boasts a stern ramp on which height can be adjusted and also has hatch covers, making her adaptable to port piers of differing levels. As a result, individual loads weighing up to 3,000 tons can be taken on-board or offloaded in classical RoRo mode. The ship can also be submerged by more than 12 metres to permit cargo to be floated in or out. Trials of this system have been carried out successfully in the past weeks.

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## **Krasnoyarsk Shipyard rolls out yet another serial barge for Yenisei River Shipping Co.**



**Krasnoyarsk Shipyard** has completed construction of "**BP-3005**", the fifth vessel in a series of non-self propelled 3,000-tonne deck barges of project 1960, the shipping company said. The barge for deck cargo was built for **Yenisei**

**River Shipping Co. (JSC ERP)** and was designed for the transport of wood, coal, mineral / construction materials, wheeled vehicles, equipment and containers. The first ship of the series was built in 2011. "Construction of a new fleet is a priority for our shipping company, since the non-self propelled barges are subject to maximum wear as they sail on complicated and shallow waterways on our Siberian rivers", said General Director of JSC ERP Alexander Ivanov. Construction of one 1960-series vessel creates 60 jobs. One vessel cost is about RUB 60 million. The barge will be launched in the spring of 2014 after the completion of all tests. Today the shipyard started fabrication of the 28th 3000-tonne vessel, the last one in the series ordered by ERP. **Yenisei River Shipping Company** was created as a state-owned operator in 1931 and became a joint stock company in 1994. Now it is the main carrier of goods on the waterways of the Yenisei River basin. The company operates a fleet of 650 dry cargo vessels and tankers having total 680,000 DWT and has dockyards for ship maintenance and repair. In 2012, ERP transported about 3,4 million tonnes of cargo. The main shareholder of ERP is **Norilsk Nickel**. Source : PortNews

## Shipyard Ferus Smit GmbH at Leer launches ice-classed multipurpose vessel

On December 18th, m.v. **Reggeborg** was launched successfully at **Shipyard Ferus Smit GmbH** at Leer, the company said in its press release. This ice-classed multipurpose vessel with a cargo capacity of 23.000 tons, measuring nearly 170 meters in length and 20,40 meters in width, is the largest vessel **Wagenborg** ever owned. This is also the largest vessel ever built at **Shipyard Ferus Smit**.



Photo : Kees de Vries ©

After m.v. **Reestborg**, m.v. **Reggeborg** is the second vessel in a series of three. This series will be completed with m.v. **Roerborg**. Her launch is expected in September 2014. The R-series is equipped with a so-called eco bow. In addition to this, these vessels have a relatively low engine capacity so they can be labelled "green". The R-series is unique in combining cargo capacity, hold dimensions and fuel consumption. Delivery of m.v. **Reggeborg** is planned early 2014. Source : Port News



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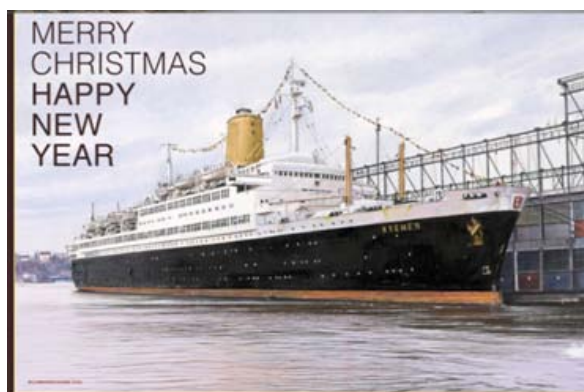
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The **GOLAR ARCTIC** off Cape Town – Photo : Ian Shiffman ©



Best wishes from Ian Shiffman in Cape Town for the festive season and a Merry Christmas and happy new year from maritime artist Willem Johan Hoendervanger – Please **CLICK** on the cards !

## DYT Yacht Transport Appoints New Agents in Australia

In its new partnership with **Sevenstar Yacht Transport**, DYT has gained access to Sevenstar's network of agents in Australia and now has a presence in Brisbane, Fremantle, Melbourne, Newcastle, Port Kembla and Sydney.

In an effort to strengthen and streamline its network, DYT Yacht Transport (DYT), headquartered in Fort Lauderdale, Fla., has appointed Sevenstar Yacht Transport-Australia as its new agents servicing the Australian market. DYT is the premier yacht transport company dedicated to shipping yachts to popular cruising destinations worldwide and the only provider of float-on, float off yacht transport service onboard its semi-submersible vessels. Sevenstar Yacht Transport

is the leading provider of yacht transportation services to a multitude of exotic cruising destinations worldwide offered on a lift-on, lift-off basis and utilizes its own fleet of over 120 ships. The new partnership has allowed DYT to gain access to Sevenstar Yacht Transport's large network of agents and its acclaimed fleet of cargo vessels traveling worldwide, thus enabling DYT to offer its clients an even larger range of shipping options. DYT's upcoming voyage, which commenced in Palma de Mallorca (Spain) in November aboard the semi-submersible yacht carrier Super Servant, will call on Le Marin (Martinique), Port Everglades (Fla.), and Golfito (Costa Rica) in December and January before reaching its target in Brisbane (Australia); she will then return to the Mediterranean via Auckland (New Zealand), followed by the aforementioned port calls, and will arrive in Spain in due time for the Med spring/summer cruising season.

Sevenstar Yacht Transport, Australia, led by Dean Sharples, a familiar figure to many in the maritime industry, remains available to DYT and its clients to assist with their yacht transport requirements while in the area. "We are delighted to include DYT, with its highly rated float-on, float-off yacht transport service, as our partner," says Sharples. "In combination with our lift-on, lift off specialty we can now offer the complete suite to clients." Shipping a yacht may not be a captain's natural choice, as they have a passion for sailing the ocean blue; but practically speaking, it saves yacht owners wear and tear on their precious possessions and helps preserve their yacht resale value down the road. Cost-wise, it is comparable to sailing a vessel on its own keel, without all the follow-up hassle and added expense of maintenance required after a long ocean passage.

For more information on DYT, visit <http://www.yacht-transport.com> or contact Catalina Bujor, **DYT Yacht Transport**, , [pr@yacht-transport.com](mailto:pr@yacht-transport.com) .

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Leo and Elly Varekamp **wishing you Merry Christmas and a happy en healthy 2014**  
**Right : Capt Jan Plug and family wenst iedereen Gezegende Kerstdagen en een gezond 2014**  
**CLICK on the card to view to high resolution version**

## **Bahri announces receiving a new chemical tanker NCC Fajr**

The **National Shipping Company of Saudi Arabia (BAHRI)** announces that its 80% owned subsidiary company The **National Chemical Carriers Ltd. Co. (NCC)** received on Wednesday 18th December 2013 in South Korea a new chemical tanker named **NCC FAJR**, the company said in its press release. This vessel built by **Daewoo Shipbuilding and Marine Engineering Co. Ltd. (DSME)** is the first of its kind due to its large size with DWT of 75,000 and very high quality standard of specification. The vessel was contracted with **DSME** in 2010 for the value of (SAR 247 Million). The financial impact of the delivered tanker on the company revenue will appear from the first quarter of 2014. **Source : PortNews**





On early morning of 19-12-2013, the **SAGA RUBY**, arrived with A Gun Salute for the LAST Time at Valletta, Malta. Photo: Gaetano Spiteri ©

## Pacific Radiance exercises option for two more vessels

**Pacific Radiance** on Thursday said it has exercised the option for two more platform supply vessels (PSVs) of the same design as the two newbuilds it earlier ordered from a Chinese shipyard in September. These will be added to its newbuild programme, which already has 17 offshore vessels in the line-up. The integrated offshore marine service provider owns and operates a fleet of more than 130 offshore support vessels designed to cater to different phases of the oil and gas project life cycle. The latest pair of vessels are due to be delivered in the fourth quarter of 2015. Source : The Business Times

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



The **SOUTHERN BAY** enroute Rotterdam – Photo: Kees Schotel ©

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