



Number 356 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 22-12-2013**

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**The NORSKY berthed in Tilbury, while discharging during Thursday's gale.
Photo : Capt. Julian Jager – Master Norstream (c)**

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EVENTS, INCIDENTS & OPERATIONS



Iskes tugs **BRENT** conducted bollard pull tests in Rotterdam-Calandcanal – Photo : Kees Torn ©

See also : <http://youtu.be/JbpwC39URTc>



Willem L. Erkelens
Damen Dredging
Equipment B.V.
Wishing you all A
Merry Christmas and a
prosperous New Year
2014.
Right : Rokus Dieleman
wenst U Fijne
feestdagen en een
voorspoedig 2014



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Dutch Invasion of Sail ships in Port Stanley 18th December with **EUROPA-TECLA** & **OOSTERSCHELDE** having just arrived from the Pacific. Photo : Robert Rowlands ©

Two EU States on Paris MOU 'Grey List'

Certain European Union (EU) Member States are struggling to meet their commitment to ratify international maritime conventions, according to a recent European Commission report on compliance with flag state requirements.

Despite good progress for many EU flag states, **Bulgaria** and **Slovakia** remain on the grey list of flag states in terms of the number of their ships detained, or the number of deficiencies detected on board, whilst being checked when in port. This means that the ships under these flags are not yet in the low risk ("white list") category — hence they need to be checked more often. Current EU rules promote maritime safety and set a high standard for EU flag states by requiring them to undergo a peer review of their maritime administration and develop and implement a certified quality management system for their operations. Portugal, Ireland and all landlocked flag states except Luxembourg have failed to do so.

The report adds that Member States should increase their efforts to ratify and apply the Maritime Labour Convention on living and working conditions of seafarers and the newly adopted EU rules on compliance with and enforcement of the convention. Vice-President Siim Kallas, EU transport commissioner, said: "I am heartened that most coastal Member States are taking their obligations seriously as flag states. However, I am particularly concerned to ensure that, for our seafarers, every Member State, as a flag state, has ratified and put in place the common standards for living and working conditions on board set out in the international Maritime Labour Convention of 2006, especially as these have been agreed between the social partners at European level and recently enforced through EU law."

Next steps : The Commission indicates that it will reflect on further measures to ensure EU Member States effectively and consistently discharge their obligations as flag states, including possible infringement proceedings.

Source: European Commission



Business chiefs support push for dedicated TT-Line freight services on Bass Strait

TASMANIAN business leaders have jumped on board a push for TT-Line to operate two new freight ships across Bass Strait. The crucial backing of industry increases pressure on the State Government to tick off on the multi-million-dollar proposal, which has split Cabinet. Industry sources say Economic Development Minister David O'Byrne is desperate for two tourist and two freight ships on Bass Strait in a move supported by most of Cabinet. But Labor sources say Premier Lara Giddings and Greens ministers Cassy O'Connor and Nick McKim are siding with Treasury advice that questions the proposal. A new ship could cost up to \$100 million but the Mercury understands the debt-free TT-Line is considering leasing and buying options. Under the plan, two freight-specific vessels would operate on Bass Strait, dedicating the two **Spirit of Tasmania** vessels to tourism opportunities.



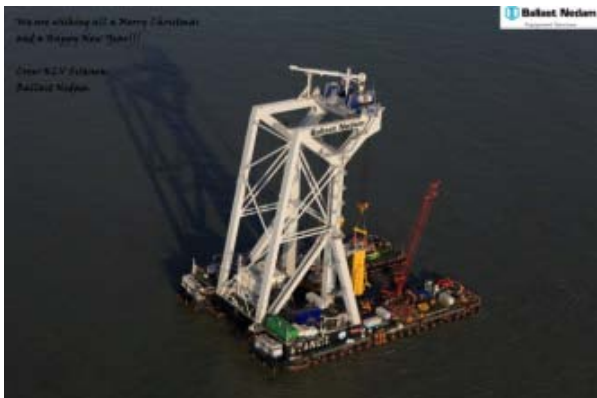
The Ferry "**Spirit of Tasmania II**" arriving Melbourne, Australia from Devonport, Tasmania

Photo : Capt. Bjarne Bahne Larsen - Master Seabourn Odyssey ©

The Spirit operation has been criticised for lack of availability to the expanding "grey nomad" market. But Tasmanian fresh produce suppliers are worried about the growth of their businesses with limited freight capacity on the Spirit vessels.

Mr O'Byrne would not comment about the proposal before Cabinet but pointed to an increasing need for freight services to get high-quality fresh produce to markets around Australia and the world. "Through major expansion in areas like the salmon and seafood industries and the agricultural sector, the growth in time-sensitive produce is going to build the need for regular daily freight services," he said.

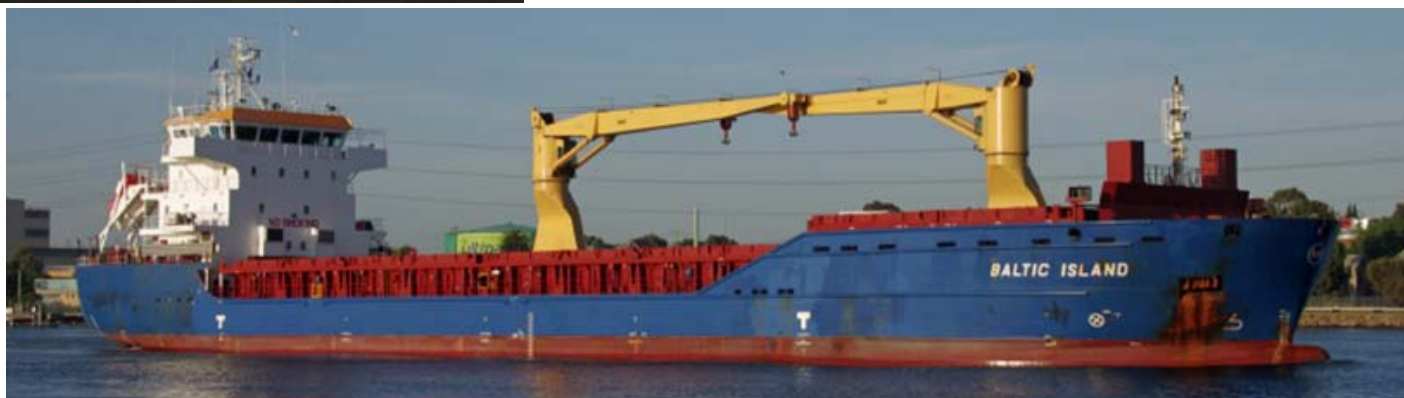
Tassal chief executive Mark Ryan, whose industry is set to double in the next seven years, is backing the proposal, which he says could save his business \$3 million a year. Tourism Industry Council Tasmania chief executive Luke Martin said freight ships would increase the passenger capacity by a third and mean many more caravans and campers could be accommodated. Hansen Orchards managing director Howard Hansen, Tasmania's largest cherry grower and apple packer, said a ship would fix the state's biggest economic impediment. **Source : Mercury News**



Capt. Patrick Nowee wenst U Namens alle bemanningsleden en opvarenden van de Svanen, Prettige Kerstdagen en de Beste Wensen voor 2014 toe.

Nico & Ria Ouwehand wensen U allen Fijne Feestdagen en een voorspoedig 2014

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The **BALTIC ISLAND** in Melbourne – Photo : Dale. E.Crisp ©

Tehran wants India to extend Dec 27 deadline for accepting Iranian oil tankers

Iran has sought additional time from the Indian government to resolve a stalemate regarding India's insistence on getting financial guarantees from Tehran before New Delhi renews its approval allowing crude shipments on tankers with Iranian insurance cover, a source at India's Directorate General of Shipping said.

DGS, which is India's shipping regulator, had sent a letter earlier this month to its Iranian counterpart seeking a bank guarantee worth approximately Rupees 23 billion (\$400 million) through an Indian bank to cover any potential liability in the event of maritime accidents in Indian waters.

The DGS source said Iran has sought an extension from India on the approved period for accepting tankers with Iranian insurance cover, which is due to expire on December 27, until the matter is decided at the diplomatic level. The DGS grants approval allowing ships with Iranian insurance cover to enter Indian ports on a quarterly basis.

"They [Iranian authorities] have not rejected our suggestion but have sought additional time," said the DGS source based in Mumbai.

An Indian government committee looking into the matter is scheduled to meet Friday to examine the response from the Iranians before making a recommendation to the petroleum and natural gas ministry, the source said.

The EU in July last year banned the import of Iranian crude by its member countries and also the provision of EU-linked insurance which included protection and indemnity cover for any shipments of Iranian crude, regardless of destination. The insurance ban had a significant impact beyond Europe because most key shipping cover across the world was tied back to EU insurers at the time.

P&I Clubs provide insurance cover for broad, indeterminate risks such as third-party liabilities, which include a carrier's liability to the owner of a cargo for damage to the cargo, the liability of a ship after a collision, environmental pollution and war risk insurance. Since the ban, the **National Iranian Tanker Company's** tankers have been deployed to deliver crude to Tehran's customers in India.

TEHRAN INITIALLY REJECTED INDIAN DEMAND: IRAN SOURCE

According to an Iranian source following the matter, Tehran initially rejected India's demand for a financial guarantee when it was first communicated to them. "The Indians asked for financial guarantees from Iran. We told them we can't. We already have a \$1 billion cover on Iranian tankers. They wanted a financial guarantee of \$400 million for ships calling there [in India]," the Iranian source said this week.

"If they [Indians] don't want Iranians to deliver the crude, then the Iranians will not send their ships. Currently they are talks to explore the chances to get a three-month extension on the approval period which is expiring on December 27."

INDIA MAY SOFTEN ITS STAND: SHIPPING SOURCES

The partial and temporary easing of sanctions against Iran last month by the US and the EU in return for a freeze on Iran's nuclear program includes the revoking of the shipping insurance ban. However, with Western P&I clubs yet to receive any official confirmation on the removal of the ban, Indian crude buyers still need to depend on Iranian tankers to receive Iranian crude.

Currently, Iranian tankers have insurance cover provided by the homegrown Kish P&I Club, which curtails the chances for these ships to be hired by most Western and Asian charterers. Meanwhile, many shipping market participants believe that India will have to accede to the Iranian request for an extension because it needs to maintain its supply of oil imports.

"I anticipate another extension of [few] months will be given" so that the Iranian ships can continue to discharge crude oil at the Indian ports, an Indian tanker broker said. "Otherwise, how will the oil come to India?" The Indian petroleum ministry will take a more sympathetic view of the Iranian stand than the shipping regulator, considering the fact that Indian companies such as Mangalore Refinery and Petrochemicals Limited are dependent on the Middle Eastern country for their oil requirements, the broker said. India's imports of Iranian crude fell to 13.3 million mt in the fiscal year ended March 2013, from 18.1 million mt in the previous fiscal year. Over April-November this year, India has imported around 6.5 million mt of crude oil from Iran. India has said in recent months it wants to increase crude oil imports from Iran to curtail dollar outflows as the country struggles to reduce its current account deficit. India has been settling 45% of its crude oil import bill with Iran in rupees. **Source: Platts**

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right : Jack
Bitterswijk wish
all readers a
Merry Christmas
and a happy new
year

**Fijne Kerstdagen
en een behouden
vaart in 2014!**

**Cees de Jager,
Scheveningen.**

22-12-2013





The **MAERSK CAMEROON** in the Duncan dock in Cape Town –
Photo: Capt. Neil Johnston – Master Terasea Hawk (c)

Carnival posts small profit

Carnival Cruise Lines (CCL) posted a small but surprising fourth-quarter profit as it began to win back passengers after a year when its ships were often seen in the news behind tow boats.

Carnival has had two rough years, with the **COSTA CONCORDIA** running aground near Italy in 2012, and mechanical problems and fires this year. The bad publicity is still hurting the company. Net income for the fourth quarter fell 29 percent to \$66 million, or 8 cents per share, compared with a year earlier when it earned \$93 million, or 12 cents per share.

Its adjusted profit was 4 cents per share. That was still better than the break-even result expected by analysts surveyed by FactSet. The quarter's results were helped by "accelerated progress in Carnival Cruise Lines' brand recovery," said president and CEO **Arnold Donald** in a written statement. He took over after **Micky Arison**, who had been CEO since 1979, was replaced.



The cruise vessel **CARNIVAL ELATION** moored in Progreso port Mexico Photo : Cornelis Jagt (c)

In February, a fire on the **CARNIVAL TRIUMPH** knocked out power and stranded passengers for five days in the Gulf of Mexico. Two other vessels later lost power and had to be towed as well. Dozens of future sailings were canceled as the company repaired those ships. In April, it said it would spend \$300 million to add backup generators, upgrade fire safety and improve engine rooms on all of its ships. Carnival has been using discounts to get passengers back onto its ships. It has also been reaching out to travel agents, launched a new ad campaign, and issued a hassle-free vacation guarantee.

Some of its efforts worked, as the number of passengers rose 3 percent from a year earlier. But the amount of revenue per berth, per day declined about 1 percent. The company predicted a decline of 3 percent to 4 percent for the upcoming quarter. Since September, booking volumes for the first three quarters of next year "are running well

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2013 – 356

ahead of last year's levels," though at lower prices. Overall bookings for all of 2014 are still behind the pace of last year, the company said.

Revenue for the September-November quarter rose 2 percent to \$3.66 billion, also better than analysts expected.

Carnival said it expects costs per berth to rise 4.5 percent to 5.5 percent compared to a year earlier because it's spending more on advertising. It said it expects an adjusted first-quarter loss of 7 cents to 11 cents per share. Analysts had been expecting a loss of 7 cents per share. Shares of Miami-based Carnival Corp. rose \$1.52, or 4 percent, to \$38.63 in afternoon trading. **Source : CBS Money Watch**



Left : **Joop Kooijman**
The **ANTILLEAN NAVIGATOR**
And Right : the **VSTEP team**
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Nippon Yusen Kabushiki Kaisha : New Coal Carrier Hokuriku Maru Delivered

A delivery ceremony was held on December 17 for **Hokuriku Maru**, a specialized coal carrier having a wide beam and shallow draft* for the transport of steaming coal from Australia and Indonesia to power plants operated by the Hokuriku Electric Power Company (Hokuriku Denryoku).

A naming ceremony was held at the shipyard on the same day and attended by Hokuriku Denryoku representatives and NYK president Yasumi Kudo, among others.

Hokuriku Maru is the second vessel to have been honored with this name. The original **Hokuriku Maru** was built in 1995. The port of register is Toyama in the Hokuriku region of Japan, which is where the vessel will be making its ports of call. The NYK Group will continue its efforts for the steady transport of resources.

To enable bulk shipments to ports where the water depth is limited, the breadth of a standard 70,000-ton Panamax bulk carrier has been broadened and improved into a shallow-draft carrier. The deadweight tonnage of the bulk carrier is 20,000 tons more than a regular Panamax bulk carrier, resulting in an improvement in transportation efficiency.

Source: Nippon Yusen Kabushiki Kaisha



The **NADESHIKO GAS** in Cape Town – Photo : Ian Shiffman ©

Maersk: New structure allows for new acquisitions

The new ownership structure in A. P. Møller - Maersk where Ane Maersk Mc -Kinney Uggle has decided to shoot a holding company between the AP Møller Foundation and A. P. Møller - Maersk , is opening up new acquisitions outside Maersk Group. This is evaluated by an expert.


"It opens a lot of new opportunities for Maersk family fund and to do more than to be a major shareholder of AP Møller-Maersk ," says Martin Jes Iversen , associate professor of business history at CBS to Børsen .

Ane Maersk Mc -Kinney Uggle , who today is chairman of AP Møller Foundation and also will be chairman of the new holding company is not averse to the idea of new acquisitions.

"You can well imagine acquisitions under the auspices of the holding company , but we have no concrete ideas ," says Ane Maersk Mc -Kinney Uggle told the newspaper.

A. P. Møller Foundation currently controls Å.P. Møller - Maersk with a stake of 41.5 percent of the capital and 51.1 percent of the voting shares in the company. Maersk shares are listed and the rest of the shares are short preamble on a variety of large and small shareholders.

Ane Maersk Mc -Kinney Uggle took over last year, the powerful post of president of AP Møller Foundation after his father , the late shipping magnate Mærsk Mc- Kinney Møller. Source: Børsen / Maritime Denmark



Wishing all of you
on- and offshore
Happy Holidays
and a safe voyage
throughout 2014

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Box ships dominate demolition market

Container ships dominated the ship breaking market last week as older vessels continue to disappoint in the charter market.

Brokers and cash buyers reported that **MPC Group** sold 1992-built 3,604teu **NEDLLOYD AMERICA**, 1993-built 4,230teu **MAERSK DARTFORD** and 1995-built 4,181teu **NEDLLOYD HONSHU** while **Diana Containerships** sold 1996-built, 4,729teu **APL SPINEL** for break-up.

"Prices have continued to rise across the Indian subcontinent this week as the generally low supply of tonnage induces significant competition for available candidates which has seen a return to form from Indian buyers with a number of containers committed at very firm levels," remarked **Braemar Seascope**.

The cash buyer of the MPC trio is said to have bought the ships en bloc at \$444/lt ldt, basis WC India delivery. Dubai-based cash buyer Global Marketing Systems also said that the same cash buyer committed to **APL SPINEL** for \$454/lt ldt, on an "as is" basis in Singapore.



The **NEDLLOYD HONSHU** in Durban last June – Photo : Trevor Jones ©

GMS however, cautioned that the high prices are speculative, as the market has been hit by a truckers strike could affect the steel market.

No sales went to Bangladesh, where the political situation worsened last week, with the much-publicized hanging of the Islamic opposition party leader. A number of people have already died in the fierce clashes between both sides that has seen the country ground to a virtual standstill amidst continued strikes and blockades. Prices there average \$405/lt ldt for bulkers and \$435/lt ldt for tankers.

Pakistan, known for buying tankers, also failed to clinch any sales as the winter spike in VLCC rates has temporarily discouraged ship owners from letting go of tonnage. Prices there are not far behind levels in Bangladesh. The Chinese market remained uncompetitive, with prices languishing at \$330/lt ldt for bulkers and \$340/lt ldt for tankers. Source : Fairplay



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Left : master modelboat builder
Piet van Roon Wishes you Merry
Christmas and a prosperous 2014



The "MSC PRAGUE" arriving into Timaru with the pilot launch "OHAI" alongside Photo : Tom Johnston ©

TT not a 'lay-up' location, 51 derelict vessels for removal

With immediate effect Trinidad and Tobago, which now harbours in the Gulf of Paria some 51 derelict vessels, will stop being a "lay-up location" for foreign and local ocean going vessels, according to Transport Minister Stephen Cadiz.

Speaking with reporters at a joint press conference he hosted yesterday with Minister of the Environment and Water Resources, Ganga Singh, at the Ministry of Transport, Tower D, Port-of- Spain Cadiz said "that will stop from today."

He continued, "We will not allow a vessel to park here hoping for either a contract down the road, or hoping to do something with it. You will have to go somewhere else."

The Gulf of Paria is out of the hurricane belt, and is known as the safest harbour in the Western Hemisphere, he said.

Cadiz and Singh spoke with the media after they met with other stakeholders from the Environmental Management Agency, Maritime Services Division (MSD), Ships Pilots' Association, and the Ministry of Energy and Energy Affairs.

Of the 51 derelict vessels which the MSD have identified in the Chaguaramas/Carenage area, Port of Port-of-Spain, Claxton Bay and San Fernando, and one in Cedros, Cadiz said that half of their owners have been identified.

The vessels are either floating, but abandoned, or sunken and pose navigational and environmental problems, the ministers noted. Most of the vessels grouped as "tide vessels" and found mainly at Chaguaramas, are locally owned.

In clearing the derelicts, Cadiz said the MSD will serve notice on the owners to remove them failing which, it will take action under the Shipping Act to remove them. Notice will also be placed for owners of those not identifiable, and if within 60 days there is no response the State will take action to remove them.

Government, he said just cannot at the drop of a hat take action without the proper process, as issues of ownership and rights to go aboard, rights to salvage among other rights, exist. Prior to the removal of the vessels, Singh said that

with information provided by the MSD on the owners of the vessels, the EMA will conduct environmental impact assessments (EIAs) on the contents of the vessels. **Source: News Day**

RBS to place shipping business in 'capital resolution group'

Royal Bank of Scotland is placing its entire shipping business inside its 'capital resolution group', which will house its internal 'bad bank', but doesn't plan to exit the shipping industry entirely, it said on Wednesday. RBS, like other European banks, including state-backed rival Lloyds Banking Group, is keen to cut exposure to heavy industries like shipping. "The whole shipping business is being placed in the capital resolution group. This doesn't mean we're exiting shipping. It's the best way of coherently managing the business to move it under one executive to reset the strategy," a spokeswoman said. Last month, sources familiar with the matter told Reuters RBS was reviewing its shipping loan business and was expected to place billions of dollars from the portfolio in the part-nationalised group's new internal "bad bank". **Source: Reuters**



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Ageing Indian vessels ring alarm bells

When cyclone Nilam beached oil tanker **PRATIBHA CAUVERY** on the Marina last year killing six people, it opened Pandora's box. The 31-year-old ship was not sea worthy at the time of the incident.

The owner of the grounded vessel managed to salvage her, but the company was forced to sell her for scrapping later. The ageing fleet of Indian ships is now a worrying factor considering the lives of sailors onboard apart from the environmental pollution they cause and other marine related issues.

A recent study has found that 41 per cent of merchant vessels are above 20 years of age in the country. The details available on Directorate General of Shipping website shows that 375 vessels are aged above 26 years.

According to the Associated Chambers of Commerce and Industry of India (Assocham)'s analysis, of the total 1,122 shipping vessels in India, about 466 vessels fall in the age group of 20 years and more. The analysis says considering the average life of a shipping vessel is about 26 years, most of the existing Indian vessels need to be replaced.

DG shipping's chief ship surveyor R.M. Suresh Kumar said it was not mandatory to retire a vessel. It may be noted that Union shipping minister G.K. Vasan was instrumental in imposing restrictions on entry of foreign ships older than 25 years into Indian ports or its territorial waters, while also imposing stricter rules when older ships are dumped in the Indian market. The ships have to follow regulations laid down by the International Association of Classification Societies, which sets standards for design, construction and life-cycle maintenance of ships to ensure safety of life, property and environment. The foreign vessels also need to possess insurance from a reputed company.

Noting that the country's shipping fleet has increased from 549 vessels in 2000 to 1,122 vessels in 2011, Assocham secretary general D.S. Rawat in his analysis said a majority of Indian ships were less competitive at present as mostly younger vessels less than 15 years old were preferred in international maritime trade and commerce. Former shipping secretary K. Mohandas said older ships were not safe and it was desirable to modernise them. **Source: Deccan Chronicle**

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NordiKmaritime delivers fortnightly European coastal service for project cargoes

NordiKmaritime's fortnightly shipping service between Bilbao and Esbjerg is being enhanced to accommodate inducement calls at ports en route. The Bilbao-based shipping line says that calls to ports such as Nantes, Antwerp, Rotterdam, Zeebrugge, Tilbury, Bremen and Hamburg, as well as to other Baltic and North Sea destinations, can all be made with minimal deviation, disruption to the existing shipping schedule and very competitive rates.

The existing service is founded on a secure base cargo that guarantees two sailings per month from Bilbao and NordiKmaritime says that the service is already attracting all manner of project and break bulk cargoes, as well as heavy and out-of-gauge items between these two ports. By using flexible single hold vessels of about 4,000 dwt and LOA of 90-95 metres NordiKmaritime adds that the service can accommodate all types of cargoes of practically any dimensions and weights.

The service is also able to offer a feeder operation for those oversized breakbulk cargoes leaving Bilbao for transhipment and on-carriage to other continents via the major hub ports of Northern Europe, says NordiKmaritime.

NordiKmaritime personally manages the transhipment operations ensuring they are done safely and efficiently.

Source: NordiKmaritime



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The CREW of the THSD HAM 316, the AJAX CHUBB VAREL



marine department as well the Maritime Campus in Den Helder and COCO yachts wishing all readers Merry Christmas and a happy new year



The **NORDIC ACE** approaching the IJmuiden locks enroute Amsterdam - Photo : Simon Wolf (c)

Transas Marine launches new version of Navi-Planner

The updated version of the globally renowned voyage planning software **Navi-Planner 4000** received additional functions, boosting versatility and convenience. The **Transas Navi-Planner 4000** software is recognized as one of the ECDIS market's most powerful charts and data management tools, and also boasts a set of databases, applications and services intended for every step of voyage planning.

In addition to working with the **Transas Admiralty Data Service (TADS)**, the new version of the **Transas Navi-Planner** is now optimized to handle **ADMIRALTY Vector Chart Service (AVCS)** charts and permits. This functionality, developed in a close cooperation between the **UKHO** and **Transas Marine**, opens the doors for non-Transas ECDIS customers to use Navi-Planner as their tool for chart management and passage planning. This means that regardless of ECDIS type installed onboard, all users will get official charts to their ECDIS with only few clicks on the screen.

Navi-Planner 4000 already has the capability to import and export routes from various ECDIS brands which gives a great benefit for shipping companies operating different types of ECDIS's across their fleet.

Transas Navi-Planner 4000 is also compatible with the **ADMIRALTY Information Overlay (AIO)**, which includes all Temporary and Preliminary Notices to Mariners (T&P NMs) and provides navigationally significant information from the UKHO's ENC validation programme.

In 2010 Transas Marine became the first company to announce compatibility with the AIO, which boosted Transas ECDIS performance and became an important step forward in supporting the transition to digital navigation.

The Overlay makes the whole passage planning simpler and safer by clearly showing where important Temporary or Preliminary changes may impact a voyage. As a result, shipping companies are able to comply more easily with Port State Control (PSC) requirements by providing T&P NMs where they do not currently exist in ENC coverage today.




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Globecomm Keeps Seafarers in Touch with Access Chat Crew

Globecomm Maritime, a provider of maritime communications solutions, is bringing crew closer to their friends and families with the launch of **Access Chat Crew**. Part of the Access Chat line of products, **Access Chat Crew** is a revolutionary way for seafarers to enjoy live video, voice chat and instant messaging – services previously considered too expensive or bandwidth-hungry to use over satellite.



Globecomm recognized the need for the development of a low bandwidth video calling solution specifically geared to meet the interests of seafarers. Following extensive sea trials with several major shipping companies, Globecomm worked in cooperation with Digigone, one of its technology partners, to create Access Chat Crew. By using encrypted compression techniques, **Access Chat Crew** limits the bandwidth used during video and audio chats to 90 kbps, while voice

only chats use just 12 kbps.

Malcolm McMaster, President of **Globecomm Maritime**, said, "The crew market has been asking for live video chat capability for years, but very few ships have access to the 300 kbps to 1 Mbps needed to run this kind of application. Prior to Access Chat Crew, nothing existed in the maritime market which could give mariners high quality live video and voice, while minimizing bandwidth usage over satellite-based internet services. **Access Chat Crew** solves this problem by making live video chat for crew both practical and affordable."

Access Chat Crew combines an intuitive user interface with a web portal which makes the product easy to order and distribute to family and friends onshore. The portal enables crew members to order and renew licenses using the PayPal system. The software itself can be installed on personal devices such as laptops, tablets, smart phones and USB storage devices, giving the crew member the ability and flexibility to use the application anywhere that an internet connection is available. To celebrate the launch of **Access Chat Crew**, **Globecomm** is offering a limited number of free trial licenses for seafarers to use during the upcoming Christmas and New Year holidays. **Source: Globecomm Maritime**

Indonesia ore export ban could boost shipping costs

By Keith Wallis

Indonesia's plan to ban exports of unrefined nickel and other minerals could drive up shipping costs as Chinese importers seek new supplies from more distant sources such as Australia and New Caledonia. China typically buys most of its nickel ore from the Southeast nation, which plans to force mining companies from January to process raw metals before shipping them overseas as part of a drive to boost the value of exports. "If there is a shift to other sources that have a greater tonne-mile impact it will be very positive for the market," said Khalid Hashim, managing director of Precious Shipping, one of Thailand's largest dry cargo owners. Charter rates for ships carrying dry bulk cargoes such as nickel ore and bauxite to China from Indonesia have already soared more than 50 per cent from late August to early December after Beijing boosted imports ahead of the planned ban, shipping data showed. The French South Pacific territory of New Caledonia, Australia, Russia and the Philippines could boost nickel ore exports to fill the gap left by the Indonesian ban, said Jayendu Krishna, senior manager at Drewry Maritime Services. Greater Chinese imports from Australia, New Caledonia and Russia would benefit smaller dry bulk vessels such as handysize and supramax ships of between 28,000-60,000 deadweight tonnes (dwt). But the Philippines is closer to China than Indonesia. Chinese imports of nickel ore, used to make stainless steel, in the first 10 months of 2013 rose 18 percent from the year before to 57 million tonnes, with around 31.3 million from Indonesia and 25.3 million tonnes from the Philippines, China customs figures showed. "Indonesia is the No.1 exporting nation with about 55 million tonnes of exports expected for 2013," said Peter Sand, chief shipping analyst at shipping trade body BIMCO. That compares with 48.5 million tonnes last year, according to data from GTIS and consultancy Drewry Maritime Research. But some

market participants question whether the ban by Indonesia, the world's top exporter of nickel ore, will last. Major miner Freeport McMoRan Copper & Gold has warned that the ban could cost Southeast Asia's biggest economy \$1.6 billion in lost revenue next year. "This is not the first time Indonesia has threatened (a ban)," said Ian Claxton, managing director of Thai dry bulk owner Thoresen & Co (Bangkok). "(But) in the event the ban should stick then alternative sources need to be found. This will increase tonne mile demand, not a bad thing for supramaxes." Supramax charter rates between Indonesia and China topped \$10,400 per day on Dec. 6 compared with a daily average of \$6,171 in 2013, according to data from Clarkson Research Services, a unit of the British ship broking house. A nickel ore export ban would make shipping safer as Indonesian ore is especially prone to liquefaction as it is loaded in remote areas where facilities to check moisture content are not available, said Hashim at Precious Shipping. Some 81 seamen were killed in five incidents between October 2010 and February 2012 where ships capsized and sank after their nickel ore cargoes liquefied, said shipping insurer the American P&I Club. **Source : Reuters**



The **OESTERBAAI** team, **F3 Offshore brokers** and **Bart Jellema** would like to wish you and your families a Merry Christmas and a prosperous and healthy year of 2014., please **CLICK on the cards** to view the full resolution version



Asia Tankers-VLCC rates could inch lower as market enters holiday mode

By Keith Wallis

Dirty tanker rates on key Asian freight routes could edge down next week due to year-end holidays, but are likely to remain firm, ship brokers said on Friday. Rates on the benchmark very large crude carrier (VLCC) export route to Japan from the Middle East on Thursday rose to W62.5 in the Worldscale measure, up from W61 a week earlier.



The **ANTONIS I. ANGELICOUSSIS** anchored off Singapore last week – **Photo : Piet Sinke ©**

CLICK on the photo for the Hi-Res version !

But Shell and Exxon paid a premium, fixing tankers at W63.5 on Thursday and Wednesday, for early January loading positions, chartering data showed. "These were very much positional fixtures so charterers paid a higher rate," said one Singapore-based tanker broker. "The market was quiet early in the week, but has started to come alive in the past two days. We expect it to quieten again next week." Norwegian shipbroker Fearnley said in a research note that rates

would remain around current levels. Charter rates for VLCCs from West Africa to China remained unchanged at W59.5 on Thursday from the week before. Unipet, the chartering and shipping subsidiary of Sinopec and Taiwan energy company CPC, were both active on Thursday, according to chartering data. But the market has been flat as charterers remained quiet, a VLCC broker said. Rates for 80,000-tonne aframax tankers from Southeast Asia to East Coast Australia continued to surge, rising to W110 on Thursday, up from W105 a week earlier.



The **OVERSEAS MULAN** anchored off Singapore last week – Photo : Piet Sinke ©

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"Charter rates started to come off on Thursday as charterers concluded business ahead of the holiday. We think that softening will continue," said a Singapore-based aframax broker. In the clean tanker market, rates for medium range tankers travelling to Japan from Singapore climbed to W117 on Thursday, against last Thursday's close of W114. Charter rates are expected to remain relatively firm because tonnage is tight and charterers want to fix their remaining cargoes before the end of this year, Fearnley said. The next Asia tanker report will be on Jan.3 **Source : Reuters**

NAVY NEWS

ATLAS ELEKTRONIK to deliver Bow and Towed Sonar systems for new Royal Thai Navy frigate



ATLAS ELEKTRONIK GmbH has been commissioned by the Korean yard **Daewoo Shipbuilding & Marine Engineering (DSME)** with the supply and integration of a bow sonar (ASO) as well as a low-frequency active towed array sonar (ACTAS) for a new frigate of the Royal Thai Navy. Delivery of the systems is planned to take place early in 2016.

Together, the two systems offer active and passive sonars for the detection, tracking and classification of underwater vehicles, such as submarines, torpedoes and unmanned underwater vehicles (UUV). In addition, these sonars are able to detect and classify small speedboats, divers or floating

obstacles, e.g. containers or tethered mines.

The ASO bow sonar operates in the frequency range between 6 and 9 kHz and provides a surveillance radius of up to 15 kilometres around the ship. This makes it most suitable for the self-protection of the ship. The towed array sonar ACTAS operates in the low-frequency range from about 2 kHz and permits observation of the sea space at ranges considerably above 60 kilometres, depending on the propagation conditions of the water. This gives the sonar an

operational range that by far exceeds that of radars and the weapons range of submarines. The system is therefore not only ideal for hunting submarines but also for the wide-area reconnaissance of surface combatants. Both sonar systems represent the state of the art from **ATLAS ELEKTRONIK** and, besides newly developed signal processing methods, offer a unified hardware design with the corresponding simplifications in servicing and support. **Source :** navyrecognition

Second LHD on its way to Australia



The hull of the second Landing Helicopter Dock (LHD), one of the two largest ships ever to be built for the Royal Australian Navy, has left Spain bound for Australia. It was loaded onto the heavy lift vessel, the **BLUE MARLIN**, on 10 December and left Spain December 17. Director of Maritime for **BAE Systems Australia**, Bill Saltzer, said the hull, constructed by Spanish shipbuilder **Navantia**, would take approximately two months to reach the company's Williamstown shipyard where work would start on the consolidation of the superstructure.



"In the last few months, work has proceeded at a rapid pace in preparation for the hull's arrival," he said.

"Construction, consolidation and advance outfitting of the four sections of the superstructure is continuing in the Williamstown yard along with the mast modules which were fabricated at our Henderson shipyard in Western Australia."

Photo's : Corné Jongeneelen - Dockwise©

Saltzer said work was also continuing on the first LHD, **Nuship Canberra**. "We successfully completed Vehicle Trials in October and we are continuing with

preparation for sea trials that are due to begin in the first quarter of 2014," he said. "The high quality output from our Williamstown and Henderson shipyards reflects the significant effort and investment BAE Systems has made in its people, facilities and processes to ensure solid performance.

"Shipbuilding is about more than having highly skilled tradespeople capable of constructing large steel structures. You need a workforce that is experienced in engineering, consolidating, integrating and testing complex systems and bringing them all together from a 'whole ship' perspective. "These complex activities are what brings these warships to life and makes them capable of performing their missions. We are doing this right now in Williamstown on this program and in our Henderson shipyard on the ANZAC frigates."



Photo : Corné Jongeneelen ©

Saltzer said the progress achieved on the LHD project to date had been the result of a both a local and global team effort. "Across Victoria and WA, and in Spain and Australia, employees from BAE Systems and our shipbuilding partner Navantia have worked together extremely well. "We've also seen terrific cooperation from the Defence Materiel Organisation and the Royal Australian Navy, and our major subcontractors, Saab Australia for the combat system and L3 for the communications system," he said.
Source : Australian Defense Magazine



Sailors aboard the Arleigh Burke-class guided-missile destroyer **USS Truxtun (DDG 103)** prepare for an underway replenishment with the Military Sealift Command fleet replenishment oiler **USNS Kanawha (T-AO 196)**. **Truxtun** is conducting its final pre-deployment evaluation with the **George H.W. Bush Carrier Strike Group** to achieve mission readiness and the ability to work alongside international allies in the execution of the Navy's maritime strategy. **Photo : U.S. Navy**

Due to our X-Mas holiday until January 9th and using a low speed internet connection during that period, I herewith ask you to send the photos in a reduced size, (max 250 / 300 kb JPEG file) during this period. Your cooperation is appreciated ☺

British Navy Ship Visits Vietnam To Mark 40th Anniversary Of Ties

HMS Daring's visit to Vietnam to mark the close of the program to celebrate the 40th anniversary of diplomatic relations between the two countries, to strengthen defense ties between the two sides, to confirm the role of Southeast Asia and Vietnam to the UK in the future, to showcase technological strengths of the UK as well as the country to Vietnam to promote bilateral cooperation. **HMS Daring** is the lead ship of the Type 45 or Daring-class air-defense destroyers built for the British Royal Navy, and the seventh ship to hold that name. She was launched in 2006 on the Clyde and conducted contractor's sea trials during 2007 and 2008. She was handed over to the British Royal Navy in December 2008, entered her base port of Portsmouth for the first time in January 2009 and was formally commissioned on 23 July 2009. As the lead ship of the first destroyer class built for the British Royal Navy since the



Type 42 in the 1970s, she has attracted significant media and public attention. Her name, crest and motto are a reference to the Roman youth Gaius Mucius Scaevola, famed for his bravery.

British Ambassador to Vietnam Antony Stokes highlighted the visit, saying that it brings together all elements of bilateral broad and deep relationship, including enhanced mutual prosperity, stronger defence and security engagement. "I hope it helps us to build on these themes and to strengthen our relationship in the years to come," he added. During her time in Da Nang, the meeting of the defense working

groups of the two countries will take place on the deck, focusing on understanding and strengthening military cooperation between the two sides. The crew will also attend a series of on-shore activities including volleyball friendlies with the Vietnam Navy, visiting orphanages and performing parade music in downtown Da Nang.

They are also expected to join in a closing ceremony of an English-language course on peacekeeping held by the British Council for six Vietnamese air forces and marine police officers.

HMS Daring's visit to Vietnam ends a year with many joint activities between Vietnam and the UK, to implement the strategic partnership agreement which was signed in 2010. Along with the appointment of Colonel Tim Below as the new defense attaché in Vietnam, the ship's visits marks the development in defense ties between the two countries.

The **Daring** departed Da Nang December 21. **Source :Vietnam Net**

SHIPYARD NEWS

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Aker Solutions rebuts claims in Dagens Næringsliv

Aker Kværner Holding on Nov. 21 asked for an account of the transaction after accusations in articles in the newspaper Dagens Næringsliv. Norway's Industry and Trade Minister Monica Mæland requested in a letter to Aker Kværner Holding a review of the allegations, the company said in its press release. Aker Solutions takes the allegations seriously and has devoted considerable efforts into setting the record straight. Aker Solutions finds:

- That there is no basis for claiming there was an intent to make an unreasonable transfer of values to Aker ASA.
- That the process for entering into the agreements was correct and fulfilled all legal requirements.

- That the agreements were made after a thorough process that involved people internally and externally and included both internal and external valuations.

- That the agreements were consistent with Aker Solutions' strategy and goals at the time.

"This thorough account repudiates the claims that were put forth in Dagens Næringsliv," says Leif Borge, chief financial officer and daily manager of Aker Solutions. It is important to Aker Solutions that there is confidence that the company's decision-making process and business strategy is based on the company's interests and that the relationship with Aker Kværner Holding helps promote this business. Aker Solutions wishes to contribute to openness in this matter by publishing the full account today on its website. **Source : PortNews**



bunkering tanker "SPABUNKER CINCUENTAYUNO" on her 1st. Special Survey in **Cernaival Shipyard**.

Photo: Enrique Pérez - Cernaival Shipyard ©

Hyundai Heavy gains 'World Class Products'



Hyundai Heavy Industries, the world's biggest shipbuilder, today announced that the Company maintained its record for the most 'World Class Products' in Korea by gaining one additional certificate. This maintains the number of 'World Class Products' at 37, the same level as last year, the company said in its press release.

Hyundai Heavy's newly certified 'World Class Product' is a cylindrical FPSO, the **Goliat FPSO** ordered by **Eni Norge** in 2010.

Photo : Piet Sinke ©

CLICK on the photo to see the high resolution version

'World Class Products' is a policy where Korea's Ministry of Trade, Industry and Energy selects products that have over 5% global market share,

rank within the Top 5 in their market, and have an international market worth over USD 50 million with exports of USD 5 million annually. This cylindrical floater is designed to store 1 million barrels of crude oil, and 4 million standard cubic meters of gas per day. It measures 112 m in diameter, 75 m tall and weighs about 53,000 tonnes. **Goliat FPSO**

will be installed in the Goliat field, 85 km northwest of Hammerfest, in the Barents Sea. Since the introduction of the 'World Class Product' policy in 2001, Hyundai Heavy's major products have been featured on the list every year.

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Allcargo buys majority stake in Netherlands-based FCL operator

Port-based transportation company Allcargo Logistics Ltd said that it acquired majority stake in **FCL Marine Agencies Rotterdam**, a Netherlands-based logistics company, through its step down subsidiary company **Ecohold NV** for an undisclosed amount. The company had informed BSE in a filing without disclosing details.

On 28 November, Mint reported that Allcargo Logistics has firmed up its plans to enter full container load (FCL) business through acquisitions in Europe in the context of shrinking margins of its existing less than a container load (LCL) business.

FCL business is collecting full container box of cargo while LCL business refers to collection of small cargos and aggregating these into a container, known as an LCL. Privately held FCL Marine Agencies is a non-vessel owning common carrier and FCL operator based in the Netherlands with offices in Ridderkerk, Antwerp, Bremen and Hamburg. Since 1988, **FCL Marine** has been operating as a FCL operator between US, Canada and other countries, according to FCL Marine's website.

Apart from the liner service "we provide a full range of logistic services worldwide, through an integrated agency network", the company website says. Shashi Kiran Shetty, founder and executive chairman at Allcargo Logistics did not reply to text messages sent by Mint seeking a comment. "One of the areas where we wanted to expand is into the business of FCL. Today, we are global leaders in LCL business. Now, we want to build a very strong FCL business," Shetty had said in November. Allcargo Logistics is working to become the world's largest LCL operator by the end of this fiscal year, overtaking Vanguard Logistics of the US, according to analysts. Vanguard has a revenue of \$800 million while Allcargo's earnings are at \$750 million. In late September, Allcargo acquired US-based logistics company Econocaribe Consolidators Inc., which has over \$125 million in revenue, to push its LCL business. **Source: LiveMint**

Travel disruption for 'fast ferry' commuters

Passengers set to sail via fast ferry with Irish Ferries have had to seek alternative travel arrangements as the service has been cancelled due to unsettled weather conditions. "There were many travellers due to sail on the fast ferry but we had to cancel the line due to adverse weather conditions," said Brian Woolfall at Irish Ferries. Customers were notified by text and email that they would be transferred to the **Ulysses** service offered by the sailing line, according to the spokesperson who works in reservations for the group. "The **Ulysses** departs from the same port but departure times may differ and travel time will be more lengthy," warned Mr Woolfall, as passengers can expect to add at least an hour and 15 minutes to their sailing time. Services for the fast ferry are also cancelled for tomorrow while

Saturday's service is "still in doubt". Customers can contact the Dublin Customer Contact Centre at 0818 300 400 for more up to date travel information. **Source : The Independent**



Merry Christmas and a Happy New Year

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Viking Supply Ships have been awarded a contract for consulting services

Viking Supply Ships have been awarded a contract for consulting services with a company owned by major oil companies, the company said in its press release. The contract includes general advice, logistical support and equipment supply for offshore work in harsh environments. The contract is for a period of two years from the end of 2013. The total contract value is estimated to be approximately MUSD 50-60 depending on actual services required.

The contract strengthens the company's position as one of the leading operators working in harsh and remote areas.

Viking Supply Ships have unique experience from operating under challenging conditions with skilled and specially trained crews. **Source : PortNews**



From Brest Jaques Carney wishes all readers Joyeux Noël et Bonne Année 2014. Alexandre Ferrari Gerente da Filial de Vitória / Branch Manager SMIT Brasil wishes everybody. Bikers or not - Merry X-mas and Happy New Year !!!, De bemaNning en de plaatseijke commissie van het KNRM reddingbootstation Den Helder wenst iedereen goede feestdagen en veilig 2014

Due to our X-Mas holiday until January 9th and using a low speed internet connection during that period, I herewith ask you to send the photos in a reduced size, (max 250 / 300 kb JPEG file) during this period. Your cooperation is appreciated ☺

MARITIME ARTIST CORNER



The paint is still wet !

Left : made in the size 60 x 80 cm this beautiful painting of the bark **EUROPA**, is the latest painting made by maritime artist **Frans Romeijnsen** -

www.galeriemarkant.nl

Welkom in de wereld van kunstschilder **Frans Romeijnsen** (schildersnaam RODAN) Op de website vindt u een grote verscheidenheid Aan schilderijen, van maritieme zeegezichten en portretten tot bloemen en dieren.



.... PHOTO OF THE DAY



The **BOURBON LIBERTY 157** in the Duncan Dock in Cape Town –
Photo: Capt. Neil Johnston – Master Terasea Hawk (c)

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