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News reports received from readers and Internet News articles copied from various news sites.

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**Zouros VAGIA II ( ex Fairplay 22) operating off Kavala, Greece**  
**Photo : Dave Hangoor (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The 2006 built **AROSIA** passing Vlissingen during sunrise enroute Antwerp **Photo : Janny van der Groen ©**



Merry Christmas & Healthy Happy New Year, searching for New Horizons for all readers and contributors and of course Piet (and family) himself.



All volunteers of s.s. FURIE wishing everybody a Merry Christmas and a prosperous and healthy 2014 !

**Newsclippings contributor Dirk van Uitert (Boskalis) , Capt Jan de Bokx ([www.compass-marine-service.nl](http://www.compass-marine-service.nl)) and all Volunteers of the Steam tug FURIE wishing everybody a Merry Christmas and a Healthy 2014 – just CLICK on the cards to view the High Resolution card received ☺**



## Dear Readers



During this festive season we have to stand still by all seaman which are at sea or abroad during this period, away from their families, loved ones and friends just doing their work, and especially the seaman captured by pirates around the Horn of Africa, which are held against their will awaiting the ship's owners / managers to pay the ransom before getting released to see hopefully their families again, what worries me is that it looks like that the pirates at the Horn of Africa have sold their "business model" to West Africa where at present the piracy is on the rise again. Hopefully the world can do something together about this piracy problem so we can navigate again safely the oceans without "armed guards" onboard "our" ships just like we did 20 years ago, when we were sailing around the world without "guns onboard" and "citadels" was much more fun than nowadays.



At present we are with our family in Puerto Princesa City at Palawan in the Philippines, a country which enters the festive season with people trying to pick up their life again after the super typhoon Yolanda (Haiyan) hit the Visayas region in November and leaving more than 6100 people dead, the Majority of the fatalities were from Eastern Visayas at 5,746 (5,251 in Leyte; 265 in Eastern Samar; 224 in Samar; and 6 in Biliran). In Tacloban, 2,485 bodies have yet to be identified. The number of missing remains at 1,779: 1,671 in Leyte; 38 in Samar; 24 in Palawan; 20 in Eastern Samar; 15 in Antique; 5 in Cebu; 4 in Iloilo and

1 each in Guimaras and Capiz. The NDRRMC said at least 27,665 were wounded after the typhoon crashed into central Philippines last November 8. At least 3,424,593 families or 16,078,181 individuals were affected by the typhoon, with 4,095,280 people displaced. Some 550,928 homes were totally destroyed while at least 598,404 houses were partially damaged. For all the Filipino seaman onboard the ships around the world which families are effected and can't be home this Christmas together with their loved ones, we would like to say: *"Sana maging*

*matatag kayo at babangon tayong lahat sa anumang unos na darating sa buhay natin. Alam ko matibay tayong mga pinoy at walang klaseng bagyo na darating sa atin na hindi natin makakayanan kaya*



**MABUHAY ANG MGA FILIPINO!!! MALIGAYANG PASKO AT MANIGONG BAGONG TAON SA INYONG LAHAT."**

Also we have to remember the people we loved around us and who passed away during the last year! The shipping industry was still not really sailing smoothly through 2013, and when believing the experts this will not really getting really better before 2015, with companies still getting in financial difficulties due to a combination of low charter rates, high fuel prices and the over-capacity in the shipping.



The box ships around the world getting larger and larger we have seen this year the first Maersk Triple-E, **Mærsk Mc-Kinney Møller** with a capacity of 18.340 TEU joining the Maersk fleet, The 400 mtr long Maersk Triple E class is a family of large, fuel-efficient container ships, designed as a successor to the Mærsk E-class. In February and June 2011, Maersk awarded Daewoo Shipbuilding two US\$1.9 billion contracts (\$3.8bn total) to build in total twenty of this ships, as per today 4 units, the **Mærsk Mc-Kinney Møller**,

**Majestic Maersk, Mary Maersk and Marie Maersk** are trading at the Far-East <> Northern Europe route, this units will be followed soon by the **Madison Maersk** which is present under going yard trials in Korea, then followed by the **Magleby Maersk, Maribo Maersk, Marstal Maersk, Matz Maersk and Mayview Maersk** (June 2014) What we called a large (6500 TEU) container ship 10 years ago trading from the far east to Europe (like the **Nedlloyd Honshu and Nedlloyd America**) as mentioned in the newscippings earlier this week as they went for scrap after a busy life , the same size vessel is nowadays nearly called a "feeder" , and now UASC ordered a few 18.800 TEU box ships in Korea is it just waiting when the first " Malacca-max container ships (approx 26.000 TEU) will getting ordered and start trading at the main routes. Malaccamax is a naval architecture term for the largest size of ship capable of fitting through the 25-metre-deep Strait of Malacca

The Shipping Newscippings newsletter did see a good growth again over the last year, nearly 4000 more addresses where registered and at present over 28.250 newsletters are leaving DAILY the server distributed around the globe, still a growth is seen in the distribution to more and more individual ships, drilling and other offshore units which also results in more photos which are send by the crews of the vessels direct to me. Also the [Maasmond Maritime Flickr website](#) , at present loaded with nearly 4000 high resolution ships photos made by myself, broke all the records , with over 1 million hits ! as per last Sunday ! Herewith I would like to thank everyone of you who contributed the last year with news, photo's and other maritime information, without your contribution I am not able to compile this daily newsletter, I also have to thank my wife Elizabeth and son Alexander for their support the last year, as I am sitting down daily many hours answering e-mails, communicating with contributors and compiling the newscippings, to make sure everybody get the latest maritime news the next morning in their mailbox, this all is taken care of by the IT team **JOOST** and **MARIO** of [PRO-DIGITAAL](#), thanks guys for your work over the last year it is appreciated by all readers ! I would like to close with the message that **Elizabeth, Alexander and myself** wish all the readers around the globe a **Merry Christmas** and a **Happy** and special a **Healthy 2014** and that 2014 may bring what you expect from it. **Thank you!**

**Piet**



**master and crew of the FAR Christmas and a happy new**

**PACIFIC BRIGAND crew wishes all shipping news clipping readers a merry christmas & happy new year.**



**Richard Wisse and family and the SABRE wishing you all Merry year CLICK on the Cards**



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Casper Pootjes of ABC Maritime Consultancy, Capt Ulf and crew of the CSD MANU PEKKA and Brigitte Jacobs wish you all a Merry Christmas and a Happy New Year The base of the card right top received from Brigitte Jacobs is a photo made by Peter Jaenicke-Jacobs (he died on Febr.20, 2013). He took this shot end of January 2013 at the Welcome Point Wedel ..... **CLICK on the Cards !**



Remontowa's **REM LIFT 24000** (ex Giant 4) moored in the port of Gdansk – **Photo : Jan van Vuuren ©**

## Ex Singapore departed from Tampico (Mexico)



Chief Engineer **Emiel** of the **TIDEWAY ROLLINGSTONE** reported that the **GLOBAL**



**SUCCESS-I** ( ex **SMIT SINGAPORE** – ex **Singapore** ) departed from Tampico in Mexico last Friday with unknown destination. according AIS data (Marine Traffic) the tug arrived in Tampico from Port Kembla at December 4<sup>th</sup> **Emiel** visited last week the tug which is still in a

very good shape, as seen left one of the two 9 cylinder TM410 main engines in a spotless engine room as rumours are going that that the **ex. SMIT ROTTERDAM** at present off Alang (India) is sold to the breakers and will be beached soon (not confirmed yet) is the 1984 built **GLOBAL SUCCESS-I** the last remaining large **Ocean Going tug** ever built by **Smit International Ocean Towing** -As the destination of the tug is not known yet, lets hope she will not commence her last voyage and following her "near sisters" at the beaches of Alang ☺



Photo's : **Emiel Vermeulen** ©

## Your thoughts on the future of shipping

Maritime CEO positions itself as the thought leadership vehicle for the shipping industry and with this in mind over the festive period we are launching a poll looking at the future of our industry, the results of which will be released in the next issue of **Maritime CEO magazine**.

The poll features 10 simple multiple choice questions and should take just a couple of minutes to fill in, although we have added comment boxes by each question and we welcome further comments if you feel the need to expand on certain issues.



Comments editorial director Sam Chambers, "Shipping has been through a tempestuous 2013 and the future can best be described as interesting, at worst frightening. This poll is designed to capture the mood of the industry as well as being some form of crystal ball for how things might look in five or six years time." Regular daily Maritime CEO interviews will resume on January 6. [The Maritime CEO Future](#) of Shipping Poll can be accessed [here](#).



Ron Damman – [www.newdeep.nl](http://www.newdeep.nl) wenst iedereen Fijne kerstdagen en een goed en gezond 2014

Left Maart & Ineke Barnhoorn Wish You all the best for 2014

**Click on the cards to view the HiRes version !**



**KMA-25** Cable laying vessel at work in Sochi, Russian Federation. **Photo : Dirk van Uitert ©**

## Volunteers celebrate halfway mark in St Ives RNLI appeal



Volunteers at the [RNLI](#) in St Ives have celebrated reaching the halfway point of a major fundraising campaign.

Nearly £60,000 has been raised in the first eight months of a two-year appeal to secure funding for a launch and recovery vehicle needed for the station's new Shannon class lifeboat.

In May, the Queen's visit to St Ives launched the special appeal for the £1million needed for the all-weather Shannon class lifeboat's purpose-built launching tractor.

**Suzanne Tanner**, St Ives RNLI appeal fundraising chairperson, said the involvement of the community has been the key success to the appeal so far. She added: "It's been a phenomenal year; I can't get over how wonderful and

supportive the community has been in helping us reach this point. It's been a huge team effort and I can't thank

everyone enough, including the fundraising volunteers and the crew, for all their hard work." The new **Shannon class** will offer improved speed and manoeuvrability thanks to updated design techniques and is expected at St Ives in late 2014 when it will replace the station's current **Mersey class** lifeboat The Princess Royal. So far funds have been raised through a variety of events including auctions, quiz nights, coffee mornings, a raft race and station open days. The annual St Ives Lifeboat Day raised a record £11,000 for the appeal. Suzanne said she is confident the community will rally behind the appeal as it goes into the second stage. "We're now at the half way point, the second half of the appeal is traditionally the hardest as the initial enthusiasm wears off, but I don't believe this to be true in St Ives. I think the station, the fundraisers and the local community have the motivation to keep going with a big push to try and reach our target in 2014." Anyone with their own fundraising ideas is being asked to contact **Suzanne** at [lifeboatdaystives@ricketmail.com](mailto:lifeboatdaystives@ricketmail.com) Source :[cornishman.co.uk](http://cornishman.co.uk)

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Happy Holidays from Ryan Shipping ShipChandler in Galati (Romania) an middle top from Andrew at Aquamanship.com best Xmas wishes and of course Andrew is in hot pursuit of a better 2014! Right season greetings from Theodor Strauss - Just **CLICK** on the cards ☺

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## **Tanker Market Forecast for 2014: Rates on benchmark routes to decline by 4%**

In its latest analysis of the 2014 trends of the tanker markets, based on Worldscale data issued for next year, Mcquillinig Services said that it expects the flat rates on benchmark voyages to fall by an average of 4% compared to 2013. This contrasts to the 9% jump between 2012 and 2013. This was largely driven by the base bunker price declining 8% for the 2014 calculation. According to the US-based firm, "when determining how the rates will impact owners' earning, we examined TD3, the 260,000 ton trade from Ras Tanura to Chiba. With roughly 45% of global oil



demand growth forecast to be derived from non-OECD Asia, this route is a key driver of oil markets. The year-to-date spot average on this route has been WS 38.9 with a daily time charter equivalent (TCE) of US \$12,225/day. If we factor the reduced flat rate, our 2013 year-to-date spot rate rises slightly to 40.1 and the TCE increases to approximately US \$13,300/day. Despite this increase, it seems likely that owners will need to continue pushing spot rates higher in 2014, to break even and overcome financial pressures".

Mcquilling added that "some additional support for higher spot rates should also stem from forecasts that the global economy is recovering, supporting oil demand. In its latest Oil Market Report, the International Energy Agency stated that it expects demand growth to be 1.2 million b/d in 2013 and 2014 to 91.2 million b/d and 92.4 million b/d respectively. This is being supported by an improving economic outlook in the US.

Nevertheless, the availability of tonnage and the potential that some owners might increase speed could quickly eliminate any of these gains. As 2014 draws near, owners, especially of larger tonnage, will attempt to maintain the momentum of the current market. Lower flat rates will help them make their case, but ultimately, their fate will be controlled by the throttle", it concluded.

Explaining its methodology to determine its projections, Mcquilling said that "flat rates are issued by the Worldscale Association at the end of each year. These rates, which are given in values that represent the shipping cost per metric ton are provided in US dollars. Flat rates are a fundamental component in spot rate negotiations between owners and charterers. Spot rates are a gauge of the prompt tanker market, and represent a percentage of the flat rate, with the latter being equal to the nominal or 100% freight rate. The Worldscale Association publishes more than 300,000 flat rates for various load/discharge points. The updated flat rates take effect at the start of each year. In an effort to assess the future developments of the market, McQuilling Services provides a forecast of Worldscale flat rates using the organization's "Basis of Calculation".

While the flat rates provided by Worldscale are applied to the entire spectrum of the world's vessels, the organization uses a constant total cargo capacity of 75,000 tons. This cargo capacity accounts for cargo plus stores, water and bunker fuels. A constant sailing speed of 14.5 knots, both laden and ballast is applied as are bunker consumption rates at sea and in port, load/discharge days are established and a fixed hire rate of US \$12,000/day is employed. To calculate the annual increase in port charges, we assume a rise of 5% on an annual basis. Our initial port costs are derived through industry relationships with international vessel agents", the company explained.

Meanwhile, "in its latest report on the tanker market, BIMCO said that for the December/January period, it expects that time charter equivalent average rates for the VLCC segment come down somewhat from recent highs to settle in the region of USD 12,000-30,000 per day. Suezmax crude oil carriers are also seen down from recent peak to reach USD 10,000-20,000 per day. For the Aframax crude segment, expectations are more or less unchanged at USD 10,000-18,500 per day. In the product segment, BIMCO expects earnings on benchmark routes for LR1s and LR2s from AG to Japan to improve and meet a level at USD 6,500-16,500 per day. The winter season should support the present levels. Handysize rates thus forecasted to stay at USD 10,000-16,000 per day. MR average rates are expected stronger at USD 11,000-17,000 per day", BIMCO concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## **Diana Containerships Inc. Announces Direct Continuation of Time Charter Agreement With A.P. Moller-Maersk A/S**



The **SAGITTA** arriving in Port Louis  
**Photo : Jan Beenhakker (c)**

**Diana Containerships Inc.**, a global shipping company specializing in the ownership of containerships, Friday announced that it has agreed to extend the present time charter contract with **A.P. Moeller-Maersk A/S**, for its Panamax container vessel, the **m/v SAGITTA** for a period of up to minimum September 15, 2014

to maximum November 30, 2014 at a gross charter rate of US\$7,400 per day, minus a 1.25% commission paid to third parties. The new charter period will commence on January 29, 2014. This employment is anticipated to generate approximately US\$1.6 million of gross revenue for the minimum scheduled period of the charter. The **m/v SAGITTA** is a 3,426 TEU container vessel built in 2010. Separately, the Company also announced that it completed the previously announced sale for demolition of one of its Panamax container vessels, the **m/v Spinel** with the delivery of the vessel to her new owners. **Diana Containerships Inc.'s** fleet currently consists of 9 container vessels (2 Post-Panamax and 7 Panamax). **Source: Diana Containerships Inc.**



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**Master & crew of the THSD SANDERUS , Capt Dirk Rotgans and family and the KOTUG newbuilding team wishing all readers Merry Christmas and a Happy New year [CLICK on the cards !](#)**

## Navios Europe Inc. Closes Transaction With HSH Nordbank AG

**Navios Europe Inc.** announced the closing of the transaction for the acquisition of ten vessels from debtors of **HSH Nordbank AG ("HSH")**. The ten vessels are five tankers and five container vessels with an average age of 6.0 years and a current fair market value of approximately \$218 million. Five vessels have already been delivered to Navios Europe's fleet with the remaining vessels expected to be delivered by the end of 2013.

**Angeliki Frangou**, Chairman and Chief Executive Officer, stated, "This innovative financing structure provides relief to distressed assets from bankruptcy and places them into Navios's stable ownership, thereby leveraging our economies of scale and superior technical and commercial management. Navios and HSH are committed to their excellent working relationship and look forward to doing similar deals in near future."

### Fleet Purchase Price

The purchase price consists of \$127.8 million in cash and the assumption of \$173.4 million Subordinated HSH Participating Loan. The cash payment is funded by \$120.4 million senior bank debt and \$10 million investment from **Navios Maritime Holdings Inc.** The senior bank debt is secured by a first priority mortgage on the vessels and does not include any holding company guarantees from the Navios public entities.



**Navios Holdings, Navios Acquisition** and **Navios Partners** will provide additional working capital to **Navios Europe** on a priority basis. The Navios Working Capital Loans will accrue interest at 12.7%. The material terms of the transaction were generally in accordance with the letter of intent signed with HSH in April 2013.

### Strategic Partnership

HSH has agreed to provide Navios Group the opportunity to acquire more vessels at terms no less favorable than this transaction.

**Navios Europe** is an owner and operator of container and tanker vessels. **Navios Europe** is owned 47.5% by **Navios Maritime Holdings Inc.** 47.5% by **Navios Maritime Acquisition Corporation** and 5% by **Navios Maritime Partners** Source: Navios Europe Inc.



The **GLOBAL 1200** working in the **Lucius field** in the Gulf of Mexico for **Anadarko** as seen from from Heerema's new Deep Water Construction Vessel **AEGIR**. The **AEGIR** is currently being busy on her first assignment and is successfully installing Flow lines with PLETs (Pipe Line End Terminations) in 2200msw. Photo : Willem Poot ©

## MOL Responds to Interim Report of Committee on Large Container Ship

**Mitsui O.S.K. Lines, Ltd.** announced its response to the interim report (\*) of the Committee on Large Container Ship Safety related to the incident on June 17, 2013, involving the MOL-operated **MOL Comfort**, which hull broke in half. The committee was established by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) made up of maritime industry representatives and experts. The report was issued on December 17. While the cause of the incident remains undetermined, the committee recommended that the following actions be taken as temporary safety measures for existing containerships with loading capacities similar to or greater than 8,000 TEU class:

A safety inspection on the bottom shell plates to the extent possible should be conducted in order to verify the presence of buckling deformations. If such deformations are found during this inspection, consult a classification society regarding the proper measures to be taken.

In accordance with the deliberations at the IMO related to the enforcement of container weight verification prior to loading, verification of the actual weight of container cargoes provided by the shipper is recommended in order to reduce uncertainty related to the still water bending moments of large containerships. MOL has done everything possible to ensure safe operation. Since the incident occurred, MOL has taken the following measures, including safety measures, which were recommended in the interim report mentioned above.

MOL conducted emergency safety inspections targeting all six of the **MOL Comfort's** sister vessels, and then arranged docking for work to reinforce their hull structures as additional safety measures. With this step, the target vessels secured about twice the hull strength of the standard set by **Nippon Kaiji Kyokai (ClassNK)** which conforms to **International Association of Classification Societies (IACS)** standards. MOL continues to pay special attention to the operation of this type of six sister vessels to reduce the stress on hulls by adjusting ballast water

volume. MOL also conducted safety inspections on the outer bottom shell plates of its operated large containerships in addition to the above six vessels, and already confirmed there is no safety problem.

(\*)Please refer to the Interim Report of the Committee on Large Container Ship Safety on Japan's Ministry of Land, Infrastructure Web site: <http://www.mlit.go.jp/common/001022256.pdf> Source: Mitsui O.S.K. Lines, Ltd



## Cruise ship passenger dies after falling overboard

A man died after falling overboard from a cruise ship off the Queensland coast. The man was seen falling overboard from the **RHAPSODY OF THE SEAS** ship about 2am last Sunday morning, the **Australian Maritime Safety Authority (AMSA)** says. Life rings and marker smoke were deployed and the ship was turned around in an attempt to find him.

Merchant vessel the **Pacific Pearl** and a government plane were also used in the search. An AMSA spokesman said the cruise ship, which had left Sydney on Thursday, recovered the man's body about 9.30am (AEDT). The Royal Caribbean International cruise ship was sailing towards Noumea, New Caledonia. In a statement, the company said the man's family and friends were receiving support. "**Royal Caribbean's Care Team** is providing support to the guest's family and travelling companions and our thoughts and prayers are with them," the statement read. Australian and New Caledonian Law Enforcement Services have been notified of the death, the cruise ship company said. Source : Otago Daily Times



From the port of Sohar Pilot Rik van Marle, from Hoek van Holland Jan and Mary van der Klooster and from the Humber-side Simon Smith wishing all readers Merry X-Mas and a happy new year **CLICK** 😊





The **SEABOURNE PRIDE** visited Bonaire – Photo : Henk Ram ©

## NAVY NEWS

# Female sailors forced to march with buckets of human excrement after removing it from toilets in 'hazing ritual'

- 19 female sailors from **USS Jason Dunham** in Virginia were forced to remove human waste from non-flushing toilets on October 15
- Some of the women weren't given appropriate cleaning equipment during the 'hazing incident'
- 13 of the sailors were then ordered to march with buckets of raw sewage down the pier
- Executive officer **Commander Kenneth Rice** and **Master Chief Petty Officer Stephen Vandergriff** were fired after an investigation found they didn't adequately deal with incident

A group of female sailors was forced to scoop raw sewage out of broken toilets and carry it in buckets in an alleged hazing incident which has cost two high-ranking naval officers their jobs. An investigation has revealed a **USS Jason Dunham** chief petty officer ordered 19 women, some without rubber gloves or face shields, to clean out the ship's toilets on October 15.

The officer then led 13 of the sailors along a pier to dispose the waste in flushing toilets at the Naval Station Norfolk in Norfolk, Virginia. The Virginian-Pilot reported the guided missile destroyer's sewage system had been partially shut down for maintenance that day, but the toilets had been used anyway. While sailors are responsible for cleaning a ship's bathrooms, they must given protective clothes and proper cleaning equipment.

**Lieutenant Commander Reann Mommsen**, a U.S. Fleet Forces Command spokeswoman, said the sewage could have been dumped in functioning toilets aboard the ships and marching the women along a pier constituted hazing.

Hazing refers to the practice of forcing new recruits to undertake humiliating and abusive rituals to initiate them into a group. The command investigation, prompted by an anonymous email, also found that two naval leaders failed to adequately deal with the unsavory incident.

The Navy sacked the ship's executive officer, **Commander Kenneth Rice**, and **Master Chief Petty Officer Stephen Vandergriff** as a result of their 'failure to inform the commanding officer regarding the alleged hazing'.

In a statement posted to the Navy website, the men were found guilty at separate non-judicial punishment proceedings.

The investigation by **Destroyer Squadron 28**, which concluded on November 18, also found that **Commander Michael Meredith**, **USS Jason Dunham's** commanding officer, was initially unaware of the incident but took appropriate action after being informed on October 21. Other crew members found to have violated the Uniform Code of Military Justice articles were also disciplined. All 19 women were medically screened after the tip was received.

While Rice's replacement has not been named, **Master Chief Petty Officer Mario Rivers** is the vessel's new command master chief. The **USS Jason Dunham** was named after Medal of Honor recipient Corporal Jason L.

Dunham, who died in 2004 at age 22 of wounds suffered in Iraq. The ship was commissioned on November 13, 2010, and completed her maiden deployment to the U.S. 5th and 6th Fleet areas of responsibility on April 5, 2013. **Source :** [Dailymail](#)

## £79m investment in next generation nuclear submarines

The UK Defence Secretary has announced £79 million of investment in the next generation of Royal Navy submarines.

The Successor submarines, which will carry the UK's strategic nuclear deterrent will be the largest and most advanced boats operated by the Navy and their design and construction will be the most technologically complex in the history of the UK.

Two contracts worth £47 million and £32 million have been awarded to [BAE Systems Maritime-Submarines](#), based in Barrow-in-Furness, Cumbria, who are leading on the design of the vessels.

The investment will allow [BAES](#), who currently have more than a thousand people working on the Successor programme, to begin work on some initial items for the submarines that are due to replace the Vanguard Class from 2028. It is essential these items, which include structural fittings, electrical equipment, castings and forgings are ordered now to ensure the submarines are able to meet their in service date.

The Successor design and build programme is amongst the most complex ever undertaken by British industry. The total number of MoD and industrial staff currently working on the Successor programme is around 2,000, with more than half working as engineers and designers. Over 850 potential UK suppliers have so far been identified as benefiting from investment in the programme and as many as 6,000 people will be involved by the time that the construction reaches a peak. **Source:** [MoD](#).

## SHIPYARD NEWS

### Canadian shipbuilder steps in to recruit Portsmouth BAE workers

CANADIAN shipbuilders have set their sights on skilled workers in Portsmouth to help them build 17 ships for that country's navy. [Seaspan](#) is a Canadian shipbuilding firm which has recently been given a contract to build 17 ships for the Canadian Navy. Now they need skilled workers to move to Vancouver and help build the vessels – and they have got their eye on Portsmouth workers.

It comes after last month's announcement by [BAE Systems](#) that they would be closing shipbuilding operations in the city, with the loss of around 940 jobs. John Ferrett, a negotiator at the Prospect union, said: 'I think this is a testament to the skills that workers have in Portsmouth, but an indictment of the inability of both business and government to retain these skills and capabilities.

'As we have said repeatedly as unions, once this capability has been lost it will be incredibly difficult to replace it, not least given the enormous start-up costs. 'This could be good news for workers who may be able to start a new life in Canada; it's good news for the Canadian shipbuilding industry who have the opportunity to hand-pick fully trained and experienced shipbuilders; but it's bad news for Portsmouth and the UK economy that we can no longer sustain highly-skilled manufacturing jobs.

'Clearly, Canada will involve starting a new life and for those with families, mortgages and responsibilities it would not be an easy decision.' Seaspan says it is creating teams in engineering, operations, and program management, to help with the construction of 17 non-combat vessels for the Canadian government. These include five medium endurance multi-tasked vessels, and five offshore patrol vessels.

The firm hopes the work will kick-start a shipbuilding and ship repair centre of excellence on the west coast of Canada. Portsmouth South MP Mike Hancock said: 'It sounds like a great opportunity for people who want to make an exciting move and do something new, but obviously it might be difficult for people with responsibilities here.

'It would be even better if they could be persuaded to build some of the ships in Portsmouth... but I would encourage workers who are interested to go for it. 'It is obviously a testament to the reputation of the workers.'



For more information about the jobs visit [www.seaspan.com/careers](http://www.seaspan.com/careers) or e-mail [hrsea@seaspan.com](mailto:hrsea@seaspan.com) PORTSMOUTH North MP Penny Mordaunt has spoken in support of the group that wants to take over the BAE shipbuilding yard.

Portsmouth Shipbuilding is hoping to take on the contract for one Offshore Patrol Vessel (OPV) while it builds up its order book. The group met with Ms Mordaunt on Monday, in Westminster, and she put forward the plan to Secretary of State for Defence, Philip Hammond. Last night she met with Rear-Admiral Rob Stephens to discuss the plans.

She said: 'We've had an enormous number of enquiries from people who want to come here, who want to use our excellent workforce. So I'm very confident and I'm really optimistic that we will be able to retain shipbuilding in Portsmouth.' **Source :The News – Portsmouth**



**Petra & Gerard Nijmeijer** ([www.zeevaartboeken.nl](http://www.zeevaartboeken.nl)), **Dick & Huberta Buitenhuis** en **Wil Kik & Ton Holtkamp** wishing all readers a Merry Christmas and a prosperous 2014 – **CLICK on cards ☺**

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## Moscow Shipyard launches second Katran-class crew boat for Russian Navy



**Moscow Shipbuilding and Ship Repair Yard** (Moscow Shipyard, MSSZ) on December 19, 2013 launched the second Rescue / Fast Crew Boat of **Katran class** (Hull No 095), the shipbuilding firm said on Thursday. Upon completion of construction the vessel will be outfitted at Admiralty Shipyard based in St. Petersburg to be classed to Project 21300 for the needs of the Russian Navy. **Katran-series** boat was

designed by **Almaz Central Marine Design Bureau** as a supply ship to maintain daily operations of a mother ship anchored offshore or at naval base. Dimensions of the vessel allow its transportation by sea, road, railway, or air.

Main characteristics:

Type – rescue / fast crew supply;

LOA - 9,12 m;

Beam - 3,32 m;

Draft - 0.67 m;

Speed - 32 knots;

Cruising range - 100 miles;

Endurance - 1 day.;

Crew - 2;

Main propulsion -2 x 232 kW diesel generators.

**JSC Moscow Shipbuilding & Ship Repair Yard (MSSZ)** was founded in 1936 and is one of the oldest shipyards in Russia. Throughout the years the shipyard has built more than 1,800 vessels. The company specializes in construction of river passenger ships, fishing boats and 25-m / 50-m-long luxury yachts. The full-cycle shipyard has in-house design office, docks for hull repair, fabrication, painting, outfitting and interior manufacturing. In 2010, the company commenced the construction of new generation cruise passenger ships. The shipyard is a subsidiary of the state-owned shipbuilding conglomerate United Shipbuilding Corporation. In September 2011, the shipyard launched the project of high-speed multipurpose cutters of MRV14 project for Russian ports. Since that year Moscow Shipyard is building the packages of 27 and 12 buoy tenders of project 3050 and 3050.1, respectively. In the autumn of 2012 the shipyard started construction of on-board boats for the Russian Navy. **Source : PortNews**

## NS: Irving and Seaspan on the defensive over completion of ships

**Jim Irving, chief executive of Irving Shipbuilding Inc., and Kyle Washington, owner of Seaspan, have issued a public letter critical of a report issued last week by the Canadian Centre for Policy Alternatives and the Rideau Institute.**

The chief executives of the two Canadian shipbuilders selected to build the federal government's next generation of ships are defending their ability to create the vessels on time and on budget. Jim Irving, chief executive of **Irving Shipbuilding Inc.**, and Kyle Washington, owner of **Seaspan**, issued a public letter on Thursday critical of a report issued last week by the Canadian Centre for Policy Alternatives and the Rideau Institute. The report argued the shipbuilding deal gives the two companies a "blank cheque" for the decades-long \$105-billion program, including construction and lifetime refit for navy and coast guard ships. The two shipyard executives respond in their open letter that if they fail to deliver the ships within agreed budgets and deadlines, the deals allow the federal government to use other shipbuilders. Their letter also says detailed quotes for each ship's construction are sent to the federal government, which then has a third party ensure they are accurate. The chief executives say Seaspan is investing \$200 million and Irving Shipbuilding is spending \$300 million to revive a world-class shipbuilding industry that will provide Canadians with jobs and expertise. **Source : Daily Business Buzz**



## Future of Amursky and Khabarovsk shipyards uncertain, official says



The fate of **Amursky** and **Khabarovsk shipyards** remains uncertain, Khabarovsk Gov. Vyacheslav Shport said Friday at the meeting of the Russian Government's Marine Board in Moscow.

The official told the Board that the shipyards' current backlog of orders dropped to only 12-15% of the yards capacity, with no confirmed state contracts from Defense Ministry.

President of United Shipbuilding Corporation (USC) Vladimir Shmakov assured the government that in the near future the Corp. will present a plan for H1, 2014 to keep the enterprises busy. Rosneft VP Andrei Shishkin added that the consortium of investors, which will manage the Zvezda shipbuilding cluster project, is ready to award the enterprises civil shipbuilding orders, but only insofar as they are actually able to execute them. Marine Board Chairman, Russian Gov't Deputy Prime Minister Dmitry Rogozin commented that the problems may also be associated with the shoaling of the Amur. **Source : PortNews**

## **Keppel secures S\$150 million in contracts**

**Keppel Offshore & Marine Ltd's (Keppel O&M)** subsidiaries **Keppel Shipyard Ltd (Keppel Shipyard)** and **Keppel Nantong Shipyard Co. Ltd (Keppel Nantong)** have secured five contracts worth about S\$150 million in total.

**Mr Michael Chia**, MD (Marine and Technology) of **Keppel O&M**, said, "We are glad to have the support of repeat and new customers for a range of offshore and marine projects. **Keppel Shipyard's** latest contracts bear testament to its extensive expertise and experience in Floating Production Storage and Offloading (FPSO) and Floating Storage and Offloading (FSO) conversion, upgrading and repair works. Meanwhile, **Keppel Nantong's** two new projects reflect its growing newbuilding and fabrication capabilities."

Keppel Shipyard's contracts are FPSO and FSO projects from **Armada C7 Pte Ltd, (Armada C7)**, a joint venture company of **Bumi Armada Berhad (Bumi Armada)** and **Shapoorji Pallonji Group (SP)**; **Apache Energy Limited (Apache Energy)**; and **EMAS AMC Pte Ltd (EMAS AMC)**.

**Keppel Shipyard** has commenced work on the **Armada C7 project**, which is scheduled to complete in 3Q 2014. Keppel Shipyard's work scope includes refurbishment and life extension works, upgrading of living quarters to accommodate 70 personnel, fabrication and installation of an internal turret mooring system as well as the installation and integration of topside process modules.

With an oil production capacity of 26,500 barrels of oil per day (bopd) and storage capacity of 510,000 barrels (bbl), the FPSO will support **India's national oil company Oil and Natural Gas Corporation Limited's** operations in the Cluster 7 field, located in the west coast of Mumbai, India. For the contract with **Apache Energy, Keppel Shipyard** will carry out steel and piping systems renewal, coating works, equipment overhauling, and installation of new equipment on **FPSO Ningaloo Vision**.

Pre-fabrication work for this FPSO project has already started. The vessel is expected to arrive at the yard in 1Q 2014. After repair and rectification works, **FPSO Ningaloo Vision** will return for operations in the Van Gogh field, located in the Exmouth Basin, offshore Northwest Australia.

As for the contract with **EMAS AMC**, a subsidiary of **EZRA Holdings, Keppel Shipyard** will undertake the fabrication of an external turret for an FSO unit.

Work has commenced and the turret is scheduled for completion in 2Q 2014. Upon completion, the turret will be delivered to STX Offshore & Shipbuilding Co Ltd in Korea for integration with the newly built FSO. The FSO will be deployed in West Africa.

Over in China, **Keppel Nantong** has secured two contracts from **Smit Shipping Singapore Pte Ltd**, a wholly-owned subsidiary of **Royal Boskalis Westminster Group**, to undertake the construction of two submersible barges. Work for both barges, **GIANT 5** and **GIANT 6**, is scheduled to commence in 1Q 2014. **GIANT 5** is slated to be completed by end 2014, while **GIANT 6** is expected to be completed in early 2015. When completed, the barges will be deployed in Europe. With the latest contracts, **Keppel O&M** has secured almost **S\$7 billion** in new orders year-to-date.

The above contracts are not expected to have any material impact on the net tangible assets and earnings per share of **Keppel Corporation Limited** for the current financial year. **Source: Keppel Offshore & Marine Ltd.**

## Eastern Shipbuilding Launches the Bravante VII



Crowds gathered, Friday, to see the launching a new ship at the [Eastern Shipbuilding's Millville yard](#). 18 months of hard work have all led to this day. 200-300 people have worked on this boat for a little over a year and the project is not over yet. This is the third of five ships being built for a Brazilian company, called [Bravante](#), who does maritime transport, among other things. One of ships was already launched and will make it Brazil in the next week or so. Once this one makes it over, it will support drilling rigs off the coast of Brazil. It has the capacity to haul more than 400,000 gallons of fuel oil. About 350,000 man hours go into the construction of each one of these vessels. To put it in perspective, it is almost the length of three football fields long and about sixty yards wide. "It's a very good feeling and of course its a very hard job that we have had in the last 4 to 5 years, so now seeing the boats here and going to Brazil to start work, it's a very good sensation," said Nuno Neves, President of Bravante. This ship has about four to five months left in Panama City while [Eastern Shipbuilding](#) puts the final touches on the boat and then it will go through a testing phase. They have already started work on the final two boats left in the project. **Source : WMBB**



Ria en Arie van Zoomeren , Ria Maat [and the Capt and crew of the SMIT ANGOLA](#) [wishing everybody Merry Christmas and a happy new year](#)  
**CLICK on the cards !**

## ROUTE, PORTS & SERVICES

### Med, Black Sea Aframax freight rates surge on flood of cargoes: sources

Aframax freight rates to transport 80,000 mt crude cargoes from the Black Sea to the Mediterranean and on Cross-Med routes have surged on increased cargo activity, shipping sources said Friday. Freight rates on these routes climbed Worldscale 30 points day-on-day to be assessed at w150, equivalent to \$10.13/mt for Cross-Med and \$17.09/mt for Black Sea-Med.



These are the highest levels since December 22 and 28, 2011, when the rates were \$10.39/mt for Cross-Med and \$17.15/mt for Black Sea-Med, respectively. Sources indicated the market remained firm on Friday morning.

"Freight rates have gone up considerably," said a Med-based shipbroker. "It will be interesting to see what will be done next as there has been an incredible amount of cargoes [in the market]."

On Thursday morning, the Amalthea was placed on subjects to KMG for an 80,000 mt cargo loading out of the CPC Terminal in the Black Sea to the Med on January 9-10 dates at w125. A source at KMG confirmed the fixture. By the afternoon, reports of a ship on subjects at w150 had been confirmed by a charterer active in the Black Sea region.

Sources said they expected rates to continue to firm since the first 15-day Urals loading program was announced Friday. **Source: Platts**



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21-12-2013 : The **ENERGY PROTECTOR** arriving in a Halifax on a foggy afternoon. **Photo : John Attersley ©**

## **Are Car Carriers Expected To Offer A Lift?**

The car carrier sector has often been regarded as one of the industry's good long-term bets. With healthy historical trade growth and a cargo likely to remain at the heart of consumer demand, projections have generally pointed towards the need for future investment. Here we examine the key trends; the latest edition of Car Carrier Trade & Transport, freshly available on Shipping Intelligence Network, provides the detail.

### **The Slow Road**

Global seaborne car trade volumes grew by 179% between 1996 and 2008 (a robust 9% p.a. on average), while car carrier capacity expanded by 128%. However, in 2009 trade slumped dramatically (shrinking by 35% in the one year) and following a partial recovery of the lost volumes in 2010, trade growth since then has been more muted. This year it looks as if seaborne car trade will have risen by 3% (to 21.4 million units), well below the historical average, with the total still below the 2008 level. Full year imports to the EU are projected to be down 5% on 2012, and imports to North America up by just 3%.

### Developing Nicely

So is the outlook still positive? Well, broadly yes. The growth expected from car buyers in the developing world has been coming through. Since 2008, shipments to developing economies in Asia (led by China) have increased by 70% and imports to Brazil and Argentina combined have grown by 53%. Between 2002 and 2013, car imports to regions outside the traditional major importers in North America and the EU have grown by 179%, whilst North American and EU imports in 2013 are at levels close to 2002 volumes. In 2013, non-North America/EU imports are expected to constitute 65% of seaborne volumes compared to 39% in 2002 (see graph). With billions of consumers in developing countries keen to become car owners this trend looks set to bolster trade in the future.

### Going The Distance

Equally significant is the fact that new centres of car production are emerging, helping diversify the route matrix. Shipments from outside the EU, North America, Japan and Korea have grown by 13% since 2008, with Indian exports, for example, more than doubling in that time. In some cases the new producers are also further away from consumers, adding clear upside to 'car-mile' demand.

So, despite a subdued market today, there's still a good story for car carriers. Demand fundamentals look robust, and even western world demand will also see some upside as the developed economies gradually move out of recession. In today's fuel price environment, consumers there are likely to be keen to upgrade to more fuel efficient models. Car carrier capacity on order remains limited to 13% of the fleet, so if trade picks up then things could get quite tight fairly quickly, and investment will be needed to provide seaborne transportation for the cars of the future. Looking ahead, if you need a lift, try asking someone with a car, or maybe a car carrier! **Source: Clarksons**

## Carnival to bring seventh cruise ship to South Florida

**Carnival Cruise Lines** is bringing a seventh ship to South Florida ports with the repositioning of the **CARNIVAL SPLENDOR** to PortMiami in 2014. The 3,006-passenger vessel will begin seasonal Caribbean cruises Nov. 9, 2014. The addition of the ship will mean the cruise line will host about 1.2 million guests a year. The line sails the new **CARNIVAL BREEZE** as well as the **GLORY, LIBERTY, VICTORY** and the soon-to-arrive **ECSTASY** out of PortMiami and sails the **CARNIVAL FREEDOM** out of Port Everglades in Fort Lauderdale.

Farther down the road, the **CARNIVAL VISTA** is slated to debut in winter 2016, but no home port has been announced for the as-yet-to-be-constructed ship, which will be the first since the debut of the Breeze in 2012. The **SPLENDOR** will operate Sunday-Sunday alternating eastern and western Caribbean itineraries with stops in St. Thomas, San Juan, Grand Turk, and Nassau or Grand Cayman, Cozumel, Belize and Roatan, Honduras. The **SPLENDOR** will be the first of the line's ships to get its newly announced Dr. Seuss enhancements, although the line's entire fleet will be outfitted with Seussian activities and spaces by the end of 2014. **Carnival Cruise Lines** operates 3- to-8-night itineraries out of the two South Florida ports with a variety of Caribbean and Bahamas destinations. The line sails 24 ships worldwide. **Source : SunSentinel**



M<sup>3</sup>

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# Navigator Declares Further Newbuilds

**Navigator Holdings Ltd.** announced that it has exercised its last remaining option to construct a 22,000 cubic meter gas carrier at **Jiangnan Shipyard (Group) Co Ltd. ("Jiangnan")** in China at the previously agreed construction price of \$44.0 million, with the vessel scheduled for delivery in March 2016.

Furthermore, Navigator has entered into a contract with **Jiangnan** to construct a 35,000 cubic meter gas carrier for delivery in April 2016. This vessel will be the largest ethane gas carrier on the market enabling efficient transportation to our customers for this essential petrochemical feedstock. The Company has an option agreement for the construction of up to three further ethane capable 35,000 cubic meter vessels.

These new 35,000 cubic meter ethane carriers were specifically designed in anticipation of large scale exports of ethane becoming available from surplus US shale gas production and the desire by international petrochemical companies to diversify their feedstock supplies with low cost US ethane.

With the two additional committed newbuildings, **Navigator** now has ten vessels in its newbuilding program, four of which are due for delivery in 2014, four in 2015 and two in 2016.

**Navigator Gas** is the owner and operator of the world's largest fleet of handysize liquefied gas carriers and provides international and regional seaborne transportation services of liquefied petroleum gas, petrochemical gasses and ammonia for energy companies, industrial users and commodity traders. Its fleet consists of 33 semi- or fully-refrigerated liquefied gas carriers, including ten newbuilding vessels scheduled for delivery by April 2016.

Source: Navigator Holdings Ltd.



From Guaymas (Mexico) the crew of TSHD "James Cook" wishes everybody a merry X-mas and a prosperous 2014. En de Stichting tot behoud reddingsboot Gebroeders Luden wenst U Prettige Kerstdagen en een Gelukkig Nieuwjaar . Sjaak Klaasen from Terneuzen as well the crew onboard the MPR 1 which is at present ploughing at the river Thames wishing you a prosperous and healthy 2014 **Click on the cards to view the high resolution version**

# Reef authority delays dredging decision

**Authorities have delayed a controversial decision on whether to allow the dumping of dredge spoil in the Great Barrier Reef Marine Park.**

The **Great Barrier Reef Marine Park Authority (GBRMPA)** was due to make a decision to grant permits for the developers of the Abbot Point coal port terminal to dump dredge spoil on Friday. But the authority on Friday announced that the decision will be delayed until January 31. "As part of this project, the Great Barrier Reef Marine Park Authority is now carefully considering the permit application from North Queensland Bulk Ports for disposal of dredge material," **GBRMPA** biodiversity, conservation and sustainable use manager Bruce Elliot said in a statement. "We have extended the time for making a decision on the dredge disposal application under the **Great Barrier Reef Marine Park Act** until 31 January 2014."

Green groups have tentatively welcomed the news, but say the fight to stop the dumping isn't over. WWF spokesman Richard Leck said **GBRMPA** needs to listen to the science, tourist operators, fishers and concerned community members and put the needs of the reef first. "The decision by GBRMPA is a temporary reprieve for the reef," Mr Leck said. "But the fight's not over yet. We call on **GBRMPA** to take the next step and rule against the reef being used as a dump."

**Australian Marine Conservation Society** spokeswoman **Felicity Wishart** said the authority was right to extend the deadline. "The high risk posed by dumping dredge spoil in the reef's waters and uncertainty over the full extent of damage left **GBRMPA** little choice but to reject the issuing of a permit," she said in a statement. "An overwhelming

majority of Australians want to see dumping of dredge spoil completely banned in the World Heritage waters of the reef." Source : [ninemsm](#)

## Visakhapatnam Port Trust, VCTPL yet to decide on container terminal expansion

Even though the Port City has witnessed a three-fold jump in container cargo during the last five years, the project to double the capacity of the container terminal is yet to take off as the Visakhapatnam Port Trust (VPT) is yet to take a decision on the issue. According to sources, the board of VPT is expected to meet on December 27 to decide on the fate of the project. Even though nearly eight months have passed since the cabinet committee on economic affairs (CCEA) gave its nod for the project, VPT and Visakha Container Terminal Private Limited (VCTPL) are yet to agree on a gross revenue share.

VCTPL, which runs the existing container terminal, had emerged as the lone bidder for Rs 633.11 crore terminal expansion project, which will add 0.54 million TEUs (twenty-foot equivalent units) to the existing capacity of 0.40 million TEUs. The container terminal expansion project is to be implemented on a design, build, finance, operate and transfer (DBFOT) basis for a 30-year period. Meanwhile, sources said that negotiations were held between VPT and VCTPL, following which the latter submitted a revised bid for the project, which is yet to be opened by VPT.

While [Indian Ports Association \(IPA\)](#) had suggested at least 14% as the gross revenue share for VPT if the container terminal expansion project were awarded to a private operator, industry sources said that it was unlikely that VCTPL would be willing to shell out more than 11% as anything above that would not be feasible for the firm. Initially, VCTPL had offered 4.06% as gross revenue share to VPT, following which it had revised its bid to 10%.

An industry source said, "Considering the depreciation of the rupee, which has fallen from Rs 50-51 to Rs 60-62, the project costs will also increase. The cost of a Rs 50 crore crane has now increased to around Rs 68 crore due to depreciation as all the equipment has to be purchased abroad. In addition, the cost of electricity, which was Rs 6 per kwh (kilowatt hour), has now shot up to Rs 8 per kwh. It's unlikely to be viable to offer a higher gross revenue share considering the rising costs. The overall project cost itself will see an increase due to the delays and rising costs."

While VPT has witnessed an overall decline of 4.67% in cargo handling during the April to November period of the current fiscal, it has seen traffic rise only in terms of iron ore and container cargo whereas other cargo such as fertiliser, petroleum, oil and lubricants (POL) and coal have shown a negative trend. Source : [indiatimes](#)



## 150-foot sunken tugboat with environmental concerns lifted from Oakland Estuary



Six years after it sank, a 150-foot tugboat that was posing a substantial threat to human health and the environment was lifted from the Oakland Estuary last week, a U.S. Coast Guard spokesman said Saturday.

In October, the Coast Guard was notified by the Environmental Protection Agency that the badly rusted tugboat, *Respect*, had traces of tar balls and heavy fuel oil in the vessel and needed to be removed. Fuel was removed from the tug before it was lifted Thursday and a boom was set up in case any contaminants leaked out. Coast Guard spokesman **Petty Officer 3rd Class Adam Stanton** said no leakage was reported.

The move to pull the tugboat out of the water was part of a larger multimillion dollar cleanup, which began in September, to remove more than 40 abandoned and sunken vessels in the Oakland-Alameda Estuary, leaking contaminants and posing a hazard to sailors, rowers and others who drift past.

The tug was transferred to **Bay Ship and Yacht** in Alameda. The Coast Guard, EPA and CalRecycle will work together to remove all oil and other hazardous materials before disposing of the vessel. The *Respect* is a 700-ton tugboat that sank in April 2007 near an engineering yard on Clement Avenue. Built in 1945, the *Respect* served the Atchison, Topeka & Santa Fe Railway before it was bought and docked in the estuary. One day before it sank, vandals boarded the tug and pillaged it for scrap metal.

In addition to the Coast Guard and EPA, the California Department of Resources Recycling and Recovery helped with the lift. "This is yet another example of what can be accomplished in the Bay Area when federal, state and local partners marshal resources and efforts," **Capt. Gregory Stump**, the Coast Guard's operational commander for Northern California, said in a statement. "No single entity could have achieved this mammoth undertaking given the fiscal realities at all levels of government, however, side-by-side we can and will tackle the most difficult challenges that lie ahead." **Source : San Jose Mercury News**

## Mermaid's Dive Support Vessel 'Mermaid Commander' retains subsea construction support role in Gulf of Thailand

Ninth consecutive year **MERMAID** awarded this work. 2014 campaign has estimated contract value of USD 32 million and comes with options for up to two additional campaign years. **Mermaid Maritime Public Company Limited** wishes to announce that its subsidiary **Mermaid Offshore Services Ltd. ("MOS")** has been awarded a subsea construction support services contract with a major engineering, procurement, construction, installation and commissioning ("EPCIC") contractor in Thailand serving a major international upstream oil and gas operator.

The contract award has an estimated value of USD 32 million and is scheduled to commence in May 2014 for a term of almost 200 days. The contract, which will serve the customer's 2014 campaign in the Gulf of Thailand, will utilize the DP2 Dive Support Vessel '**MERMAID COMMANDER**' and has already been included in Mermaid's total order book previously announced. This represents the ninth year that **MERMAID** has secured this role and includes options exercisable by the customer to extend the contract for a further two additional campaign years.

### Financial Effects

Assuming that the contract had commenced and had been completed within the most recent financial year (the Company's last financial year ended 30 September 2013), the performance by the Company of the contract would have had a nonmaterial effect on the earnings per share of the Company (on a consolidated basis) and a non-material effect on the net tangible assets per share of the Company (on a consolidated basis) for that financial year.

### Interest of Directors and Controlling Shareholders

None of the directors or controlling shareholders of the Company has any interest, direct, or indirect, in the contract. There are also no new directors proposed to be appointed to the Company in connection with the contract.

**Source: Mermaid Maritime Public Company Limited.**

## SBM Offshore update on sale of DSCV SBM Installer

**SBM OFFSHORE** refers to its press release of November 11, 2013 and to **Daya Materials Berhad's ("DMB")** announcement concerning the sale of the **DSCV SBM INSTALLER** to **Daya Vessels Limited ("DVL")**.

The memorandum of agreement ("MOA") entered into between the Company and DVL was subject to DVL securing transaction financing. Although the Company over the past month granted DVL a series of extensions of time to permit DVL to fulfil its obligations under the terms of the MOA in relation to securing financing and the provision of security, DVL has continually failed to meet its pertinent obligations in breach of the MOA. It is clear from DMB's announcement of earlier today that DMB has no intention to permit DVL to honour the MOA, leaving the Company no alternative but to seek legal recourse. Meanwhile, the Company has reopened the sale of the **DSCV SBM INSTALLER** with a view to securing a new purchaser shortly. **Source: SBM Offshore**.

## Cook's Ferry Indian Band divided

The 23-year chief of the **Cook's Ferry Indian Band** is being threatened with impeachment by two councillors and a member questioning the band's finances. Band member Nadine Spence has been circulating a petition that asks the council to hold a no-confidence vote and remove Chief **David Walkem**, who has held the office since 1990.

The petition also asks the band council to vote to pursue legal action against the chief personally and calls for a meeting on Jan. 18 at noon with band members, chief and council. Band councillor **Alanna Cowan** said Friday there are questions that she and others want answered. "We do have concerns. We are seeking legal counsel with regards to our concerns and want to investigate further. That's where we're at with it."

Another band councillor, **Cheryl Gilbert**, said she and Cowan are initiating the impeachment on an allegation that Walkem breached his fiduciary duty. She said she has reviewed volumes of documents that have raised questions. Walkem vehemently denied any wrongdoing. A third band councillor, **Oliver Hewitt**, did not return a call from the Daily News.

Walkem provided The Daily News with a statement by email Friday. He said no one is being kept in the dark and that there were two general membership meetings last May and June to share information about negotiated agreements with Highland Valley Copper — one of the issues being questioned.

"The council's current dysfunction is our collective responsibility — mine and that of the three other councillors — and I am determined to work with council on those issues to resolve them," he wrote. He suggested Spence attend the next general membership meeting on Feb. 1. He said he addressed some of Spence's other concerns about his leadership in a Nov. 27 open letter to band members. That letter stated the band has not approved an operating budget for this year, and in the absence of that, Walkem said he's been trying to get important information about expenditures, financial administration and hiring practices for himself and council.

"Some councillors have accused me of trying to micro-manage by asking for this information. I am not trying to micro-manage. Council cannot make decisions affecting the financial resources of the band or the future of the band if we do not have the information we need to make informed decisions," he wrote. He also referred to a Nov. 18 document notifying him of an impeachment effort started by two band councillors. On Nov. 25, they put forward a band council resolution that would allow **Walkem** and council to use band money to seek legal counsel for the proposed impeachment.

"I am deeply hurt and offended by the proposed proceeding," he wrote. Spence said she has 45 signatures on her petition so far. The band has about 330 members. She said the band is divided over the questions of **Walkem's** leadership. Band member, **Victor Minnabarrieg**, said the rift within **Cook's Ferry** is a huge issue.

He's with a sub-group that formed in 1989, the **Pukaist Society**, that represents people from surrounding communities who were forced to join the **Cook's Ferry Band** in 1990. "We're all members of **Cook's Ferry** but we've been trying to break off for a long time. We haven't had any support from the band for a long time," he said. "We're asking for representation from each of the communities on the band. That would go a long way (to resolving the band split). There's probably seven little communities involved." His community has territorial rights around the Highland Valley Copper mine, yet have never been part of land negotiations for that area, he said. He didn't want to comment on the call for the chief's impeachment, but feels it's time for another election. The last one was in 2010 and the next is 2014. "I'd like to see way better representation of our own community." **Source : Kamloops Daily News**

## Israeli port tenders interest

**The race to operate the new terminals at Ashdod and Haifa appears to be hotting up**

The Israeli transportation ministry has said that four operators are in the running to operate two new container terminals at Ashdod and Haifa in Israel. Unconfirmed reports say that **Terminal Investments Ltd (TIL)** of the Netherlands, Philippines headquartered International Container Terminals Inc (ICTSI), Germany's Eurogate and



France's Bolloré Group, have all expressed interest. "We have received four good proposals from global companies ready to come to Israel," Israel's transportation minister, told Haaretz.

But so far the operators have remained silent over the issue, except for ICTSI. Hans-Ole Madsen, Senior Vice President ICTSI (EME Region), told Port Strategy: "As part of our business development efforts we continuously evaluate investment opportunities within the container port sector." "We are following the process in Israel, to understand the plans and evaluate the attractiveness of these projects," he added But he would not comment on whether ICTSI will be submitting a formal bid next year or not.

There was speculation back in October over which operators would be in the running for the tender, but all refused to comment back then. Apparently, the interested parties will now be assessed as part of a pre-qualification period before submitting formal bids in 2014. Construction of the new terminals could begin as early as next year - they are expected to cost as much as US\$1bn each. Commercial operations are scheduled to begin in 2019. The Israel Ports Company (IPC) first issued the tender on a build, operate, transfer basis for Ashdod's Southport terminal and Haifa's Bayport terminals back in July 2012. **Source : Port Strategy**

## BOEKBESPREKING

Door : Frank NEYTS

### "Nele. Bouw van een replica van een Oostendse tweemastsloep".

Recent verscheen een zeer bijzonder boek onder de alleszeggende titel '**Nele. Bouw van een Oostendse tweemastsloep**'. Het boek werd in eigen beheer uitgegeven door de auteur, **Georges Verleene**.

Georges Verleene, geboren in 1949, komt uit een vissersfamilie, die haar roots vindt aan de Vlaamse Westkust. Grootvader en vader vinden we in de visserij terug. **Georges** probeert eerst nog enige afstand tot de visserij te houden en leert voor bouwkundig technicus. Afgestudeerd komt hij aan de slag bij de eertijds bekende architect Paul Felix. Later leert hij met enthousiasme de wereld van de houtbewerkers kennen. Al schavend en snijdend, kloppend en zwetend maakt hij zich het ambacht eigen. Dat leidt hem uiteindelijk tot in de werkhuizen van Alfons Lowyck, een bekend Oostends scheepstimmerman en dus toch weer in de visserij.

Bij de eeuwwisseling wordt **Georges** lange tijd uitbesteed aan de **Maritieme Site Oostende (MSO)**, een project rond de bouw van scheepsreplika. Het project richt zich, met overheidssteun, tot laaggeschoolde, kansarme langdurig werklozen. MSO steekt van wal met de bouw van een replica van een historische Oostendse tweemastsloep. Rond de jaren 1880 telde de Oostendse vissersvloot meer dan 180 vaartuigen van dit type.

Tijdens het project geeft Georges Verleene zijn kennis van de bouw van zo'n degelijk houten schip over aan de cursisten, kennis die in de nevel van de tijd verloren was gegaan. Het resultaat, de '**Nele**', een juweel van een schip, vaart intussen uit met met toeristen. Op de MSO-werf wordt de bouw van een iets grotere tweemastsloep opgestart, maar nooit afgewerkt. Inmiddels heeft de MSO zijn werkzaamheden gestaakt. De know how voor het bouwen van zo'n sloep dreigt voor een tweede keer verloren te gaan. Gelukkig heeft **Georges Verleene**, projectleider bij de bouw van de '**Nele**', zijn kennis nu te boek gesteld. Het werd een prachtig boek, waarin de bouw tot in de kleinste details wordt toegelicht. Bovendien is het boek prachtig geïllustreerd met talrijke foto's en technische (detail)tekeningen. Een absolute aanrader. Het boek kan enkel wordt gekocht bij de auteur. U betaalt er, zonder verzendingskosten, 28 euro voor. Voor bestellingen en leveringsafspraken neemt men contact op met auteur **Georges Verleene** op zijn e-mail adres [georgesverleene@skynet.be](mailto:georgesverleene@skynet.be)

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



The **DIAGUITA** (ex SMIT ABACO) operating in the port of Buenos Aires - Photo : Harm Jongman (c)