



**Number 360 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 26-12-2013**

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The **BOURBON HAMELN** moored in Singapore Benoi Basin – Photo : Henk Pieterse (c)

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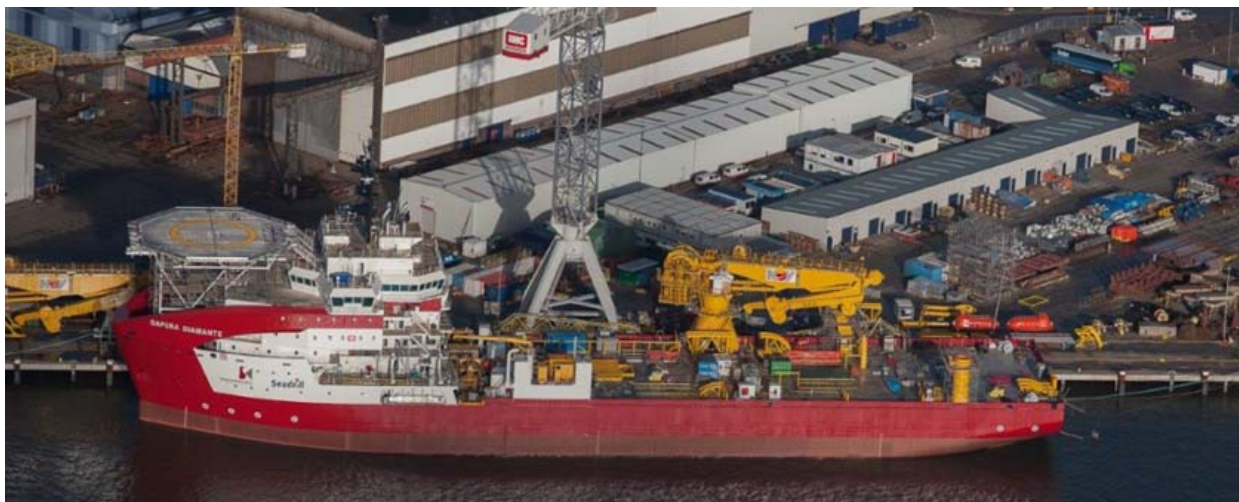
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## EVENTS, INCIDENTS & OPERATIONS



From Cape Town Aad & Merleen Noorland, Capt Alan Taylor and crew of the EMERALD SEA, and the MARIFLEX GROUP and all staff of Aage Hempel wishing all readers merry Christmas and a prosperous new year 2014 **CLICK on the cards**

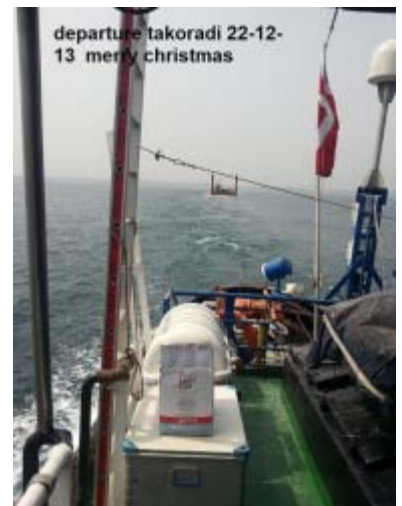


The **SAPURA DIAMANTE** fitting out at the IHC Merwede yard Photo: Hans van der Linde - [www.aerolin.nl](http://www.aerolin.nl) (c)



Season Greetings from Henk van Rooijen (ASIAN DREDGING CONSULTANCY) and the TOCARDO Team wishes all the marine involved a prosperous 2014 with a lot of Tidal Energy, de snelst Sleepboot kapitein MSLB VLIELAND PIET OTTOSEN, lid van de koninklijke rmm, wenst alle lezers prettige dagen en een voorspoedig 2014 toe, Piet is 22 december

vertrokken met de Fugro Jack Up SKATE 4 van Takoradi (Ghana) naar Doula in Cameroen een trip van 672 nm ETA 26/27 december, have a safe trip Piet ! Capt Ton Dams and family wishes all readers Merry Christmas and happy New year. Have sailings around our Globe, and





respect our seas , **DON'T USE It** as Garbage DUMP PLACE. Blohm + Voss Repair GmbH in Hamburg wishes all readers Merry Christmas and a Happy New Year, Capt Willem en Monique Harlaar wensen alle lezers Fijne Feestdagen en een gelukkig 2014, Kees Helder – [www.helderline.nl](http://www.helderline.nl) wenst alle lezers Fijne Feestdagen en een heel gezond 2014. Season's Greeting from Allen & Gledhill and from HvS Dredging Support BV



Just CLICK on the cards ☺

Season greetings from the crew of the COASTAL VICTORY (Acta Marine BV). Offshore Vietnam for Cable route between Phu Qouc and Ha tien



## Asian Stocks Rise On Growth Optimism

Asian stocks rose broadly on Monday, tracking positive cues from Wall Street Friday, after official data showed that U.S. GDP expanded 4.1 percent in the third quarter, above initial estimates for 3.6 percent growth, bolstering the outlook for the world's largest economy. Adding to investors' optimism, the International Monetary Fund said it expects the U.S. economy to expand at a faster pace next year on the back of falling unemployment, the budget deal and the Federal Reserve's plan to start tapering its massive bond-buying program.

China's Shanghai Composite index rose 0.2 percent to 2,090, snapping a nine-day losing streak. Banks paced the gainers following sharp declines last week on concerns over tight liquidity. The People's Bank of China had provided more than 300 billion yuan in short-term funds to selected banks last week while calling the excess cash reserves in the banking system "relatively high." Hong Kong's Hang Seng gained half a percent to 22,922.

The Japanese market was closed to celebrate Emperor Akihito's 80th birthday. The Japanese government said it expects the nation's real GDP to grow 1.4 percent in fiscal 2014, slowing from an estimated 2.6 percent growth in fiscal 2013, as a planned sales tax hike takes effect in April next year.

The Australian market ended firmly in positive territory, led by gains in the banking sector. The benchmark S&P/ASX 200 rose half a percent to 5,292 in light trading ahead of the Christmas holiday. Banks rose across the board, shrugging off regulatory requirements to hold more capital reserves to withstand potential economic shocks.

Commonwealth, Westpac and NAB all rose over a percent each, while ANZ added half a percent. Miners ended little changed, with Rio Tinto and Fortescue Metals gaining about 0.2 percent each, while BHP Billiton eased 0.2 percent. Newcrest Mining, which is facing a lawsuit over its disclosure practices, lost 2.1 percent.

Goodman Fielder rose 2.3 percent after the food producer sold its biscuits business in Australia to Green's Foods for 17 million Australian dollars. Echo Entertainment Group soared over 6 percent after a managing director of its Star casino resigned to take up a job overseas. Transport group Toll Holdings gained 0.9 percent as it reached a 13-year deal to provide Asciano with at least 90 percent of its Queensland rail freight volumes from next year. Asciano shares rose half a percent.

Seoul shares hit a two-week high on foreign fund buying. Overseas investors bought shares worth a net 70.4 billion won today, extending their buying streak for the fourth straight session, data showed. The benchmark Kospi average rose 0.7 percent to 1,997, its highest level since December 9. Hyundai Merchant Marine jumped 15 percent after the company unveiled plans to sell assets to raise 3.3 trillion won (\$3.1 billion). Hyundai Securities Co. rose 3.1 percent.

New Zealand share rose notably, tracking firm regional cues. The benchmark NZX-50 rose 0.9 percent to 4,723, with 22 of its stocks advancing. A2 Corp led the gainers, climbing 6.7 percent to 80 cents, while retailer Hallenstein Glasson Holdings soared 4.5 percent on the back of Paymark's retail spending figures showing strong consumer spending in the run up to Christmas. Kathmandu Holdings advanced 3 percent and Michael Hill International rallied 3.7 percent. Market heavyweights Telecom and Fletcher Building rose 1-2 percent.

On the economic front, New Zealand saw another fall in low-deposit home lending, also known as high loan-to-value ratio (LVR) mortgage lending, in November after the introduction of high-LVR speed limits, data from the Reserve Bank of New Zealand showed. Elsewhere, Indonesia's Jakarta Composite index was losing 0.1 percent and Malaysia's KLSE Composite was down 0.3 percent, while the benchmark indexes in India, Singapore and Taiwan were up more than half a percent each.

The seasonally adjusted jobless rate in Taiwan fell marginally to 4.15 percent in November from 4.17 percent in October, official data showed. Economists had forecast an unemployment rate of 4.2 percent. Singapore's inflation climbed to an eight-month high in November, largely reflecting higher accommodation cost, data from the Department of Statistics showed. U.S. stocks rose modestly on Friday, lifting the Dow and the S&P 500 to record closing highs, after data showed the U.S. economy expanded at its fastest rate in almost two years in the third quarter. The Dow rose 0.3 percent and the S&P 500 advanced half a percent, while the tech-heavy Nasdaq rallied 1.2 percent to its best level since 2000. **Source: RTT News**



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20-12-2013 : The **SEVEN DISCOVERY** inbound for **A&P, Hebburn** Bede Quay after sea trials Freshly out of dock and renamed. **Photo : Kevin Blair ©**



## Resolve Maritime Academy Opens Engine Room Simulator

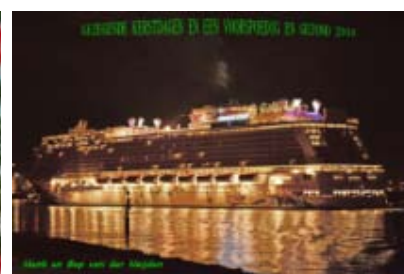


**Resolve Maritime Academy** recently completed its installation of Transas engine room simulator platform, the **ERS 5000 TechSim**. As part of the Academy's Simulation Training Center in Fort Lauderdale, Florida, the engine room has booked classes for January 2014.

The ERS 5000 TechSim has allowed Resolve Maritime Academy to expand its course offerings to engineers from all sectors of the maritime industry including the offshore, tanker and cruise sectors. The engine room simulator is connected to **Resolve Maritime Academy's** full mission bridge simulator, allowing integrated training options for a variety of courses. "Connecting the simulators means we

can offer Resource Management and Integrated Systems training to our clients," said David Boldt, Simulation Training Group Manager at **Resolve Maritime Academy**.

**Resolve Maritime Academy** hired Rosemary Mackay, an engineer with nine years of experience in maritime education (and 12 years of at-sea experience) to manage the **ERS 5000 TechSim**. Mackay joins the Academy from Star Center, where she instructed classes offered at the Star Center Engineering Department and was directly involved in course design and development. The Transas ERS meets STCW code requirements. The scope of training objectives corresponds to specifications of standard competence for engine department personnel, which provide for the use of simulators for training engineers as well as engineering instruction for operational, management and support personnel. Source : MarineLink – [www.resolveacademy.com](http://www.resolveacademy.com)



**The Crew of the brandnew ROLLDOCK STAR, only delivered by Flensburger Shipbuilding last week, wish you a Merry Christmas, and a Happy New year, Season greetings from CANKA Denizcilik ve Tic Ltd, and the BREMEN FIGHTERS wishing you from a sunny Mangalia (Romania) Merry Christmas & Happy New Year. From Maassluis Henk and Bep van der Heijden wishing all readers Merry Christmas and a Prosperous 2014 just CLICK !**

## Port chaplains going all out to bring Christmas to seafarers

For seafarers visiting ports this Christmas, it can be a lonely time, hundreds or thousands of miles from their families. For many, the sight of a port chaplain from the Apostleship of the Sea coming on board will be a welcome one.

'In most ports there are always a handful of ships coming in on Christmas Eve or early on Christmas morning' explains John Green, AoS Director of Development 'On Christmas Eve and Christmas Day AoS port chaplains will visit as many ships as they can and take some small gifts, including warm clothing.'

The gifts and clothing are often given by local Catholic parishes. 'The parishes start collecting these presents from November onwards' says John Green. Less than two months after the Typhoon in the Philippines the charity will be giving particular attention to Filipino crew, many of whom won't be returning home at the end of their contract so they can work on to provide much needed money for families whose lives have been wrecked by the Typhoon. Green

continued 'Many of the Filipino seafarers gather onboard for a special meal on Christmas Eve. It's a way of staying connected to the tradition where the whole family gathers to celebrate and give thanks on Christmas Eve.'

AoS port chaplains also provide seafarers with internet top-ups so they can use the internet to contact their families back home. AoS has also deployed chaplains onboard cruise ships over the Christmas period to support crew and also celebrate Christmas masses with crew and passengers.

Life at sea is far from glamorous, John Green emphasised. The pay can be low, the hours long, and the conditions on many ships cramped. And going to sea can be dangerous. Christmas will be a busy time for the port chaplains and volunteer ship visitors of the AoS who will try and let seafarers know they are not forgotten and greatly appreciated for the sacrifices they make throughout the year. **Source: Apostleship of The Sea**



## **Swire Pacific Offshore (SPO) Welcomes Seventh D Class Vessel, Pacific Dispatch, to Its Fleet**

Shipowner and operator, **Swire Pacific Offshore Operations (Pte) Ltd (SPO)** welcomes another new anchor handling tug supply vessel, **Pacific Dispatch** to its fleet with her launch and naming ceremony. This vessel is built by **Singapore Technologies Marine Ltd (ST Marine) shipyard** in Singapore.

More than a hundred representatives from SPO and ST Marine attended the event, held at the shipyard of ST Marine. The launch and naming ceremony was graced by Lady Sponsor, Mrs Ofelia J. Villanueva, President of Anscor Swire Ship Management Dependents Association (an organisation that provides support to the families of SPO's Filipino seafarers). Mrs Villanueva's husband, Mr Lino Villanueva, joined Swire Pacific Offshore in 1984 and served as a Captain from 1988 to 2013. "The launch of **Pacific Dispatch** is another important step for the Company as we continue to develop our fleet of high specification anchor handling tug supply vessels. The D Class series has enjoyed a successful entry into service and each new vessel allows us to extend its presence across our key markets, supporting our customers with safe, high quality performance and service," says Managing Director, Mr Neil Glenn.

**Pacific Dispatch** is the fifth of a series of six D Class vessels built under contract from **ST Marine** for SPO. Similar to the sister vessels in the D Class series, **Pacific Dispatch** is specially built to SPS 2008 and Ice-Class Notations and it has advanced technical capabilities to support the latest generation of semi-submersible rigs while ensuring fuel efficiency and reduced environmental impact. The vessel is equipped with DP2 systems and boasts a clear deck space of 650 square metres. The main propulsion engine powers the vessel with 17,864 Brake Horsepower (BHP) certified to IMO Tier II standards. The large capacity 500 MT RRM Brattvagg winches, latest dynamic positioning technology, enhanced station keeping with independent drop down azimuth thruster, anchor recovery frame (ARF) and provisions crane provide the vessel with added flexibility, versatility and safety. "We are pleased and honoured to be working with Swire Pacific Offshore, one of the world's largest owners and operators of offshore support vessels. We share similar values in wanting the best for our customers and always striving to excel. This successful launch of the fifth vessel is testament to our collective abilities to bring the best of both companies together to produce positive results. We look

forward and will strive to ensure this excellent partnership is maintained and contribute to Swire Pacific Offshore growing their fleet in support of their customers in the burgeoning offshore oil and gas industry," says President of ST Marine, Mr Ng Sing Chan.



The **PACIFIC DOLPHIN** anchored at Singapore West Jurong anchorage – Photo : Piet Sinke ©

[Click on the photo for the High Resolution Version](#)

SPO is projected to have 100 vessels by the end of 2015, including a total of eight **D Class vessels**. To date, vessels in the D Class series delivered include **Pacific Defiance** (February 2013), **Pacific Diligence** (April 2013) and **Pacific Dolphin** (August 2013). **Pacific Dove** and **Pacific Duchess** have been launched and will be delivered by the first quarter of 2014. **Pacific Dispatch** is scheduled to be delivered by middle of 2014, followed by Pacific Dragon at the end of 2014. Source: Swire Pacific

## JUDICIAL SALE

On Tuesday 14<sup>th</sup> January 2014 at 11.30 hrs. local time the seagoing vessel "**HERO**" (to be called below: 'the Vessel') registered in the Ship's Register of Malta under IMO Number 9513139 and with call sign 9HA2578, will be judicially sold at the session of the District Court in Rotterdam, the Netherlands at Wilhelminaplein 100-125. The sale will take place at the request of the company organised and existing under foreign law **HSN NORDBANK A.G.** (to be called below: 'the Execution Creditor'), having chosen domicile for this matter in (3011 AA) Rotterdam, at Beursplein 37, at the offices of **Van Harmelen Beijneveld Van Houten advocaten**, of whom L.H. van Houten, LL.M., will act as advocaat. The sale takes place for the account of the company organised and existing under foreign law **HERO SHIPPING LTD** (to be called below: 'the Owner'), established at 198 Old Bakery Street, Valletta, Malta, Republic of Malta, the owner of the Vessel. The judicial sale shall take place by virtue of an enforceable copy dated 19 November 2013 of a judgement rendered by the Court of Appeal of The Hague, the Netherlands, in an action between the Execution Creditor as the appellant and the Owner as the respondent. This judgement has been declared provisionally enforceable. The sale takes place for the recovery of an amount of USD 49,419,870.83, due as per the judgement referred to above, without prejudice to any other principal amounts, interests and costs that may be owed. The particulars of the Vessel are: Oil tanker, built in 2011 in Rugao Harbour, Nantong, China, on the shipyard of **Jiangsu Rongshen Heavy Industries Group Co Ltd**, 14 tanks (including slops), length 266.07 m, moulded breadth 48.0 m., maximum draft 17.00 m., depth 23.70 m., gross tonnage 83,850 mton, nett tonnage 49,031 mton, propelled by a six-cylinder Diesel engine, bore 700 mm, stroke 2,400 mm, built by **Hyundai Heavy Industries Co Ltd, Engine & Machinery** Division in Ulsan, South Korea, with a capacity of 25,023 BHP. This description is given without any responsibility for possible errors and omissions. The Vessel will be sold as is where is at the moment of adjudication. The Vessel is presently moored in Anchor Area 5 off the Port of Rotterdam, the Netherlands. Inspection of the vessel may only take place after prior permission of the advocaat of the Execution Creditor. The Vessel will be sold to the highest bidder in a Dutch auction. The conditions of sale have been filed at the office of the Clerk of the Court of Rotterdam. The opening bid of the Execution Creditor shall be **EUR 36,000,000** (in words: thirty-six million EURO). **L.H. van Houten, LL.M. The advocaat of the Execution Creditor.**





The **CHL INNOVATOR** entering Valetta harbour (Malta) 23-12-1013 – Photo : Mario Schembri (c)



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## Lifeboat crews set for Christmas cover



VOLUNTEER lifeboat crews will remain on call over the festive season, prepared to leave their family celebrations to help save those in trouble at sea. Last year the RNLI's volunteers in the South West were involved in 30 search and rescue operations over the nine-day period. It was the busiest festive period for the crews since 1990, with 17 of the 35 stations in the region being called out the 30 emergencies.

Dave Page, **RNLI** Acting Regional Operations Manager, said: "Our volunteer crew are on call 365 days a year, 24 hours a day, and that includes Christmas and New Year. "When most people are settling down to spend quality time with their family and friends, these dedicated volunteers remain prepared to drop everything should they be needed to help others in trouble at sea. "I thank both them and their loved ones who must also be prepared for Christmas to be disturbed by the call of the pager." For more information visit [www.rnli.org.uk/seasafety](http://www.rnli.org.uk/seasafety) or [www.rnli.org.uk/beachsafety](http://www.rnli.org.uk/beachsafety). source : this is the westcountry





Best Wishes for a happy holiday season from DMT for all your winches, Deck equipment, offshore solutions and special projects as well from the crew of the UNION FIGHTER and newscippings contributor Bert Bot who wishes all readers Prettige Kerstdagen en een gelukkig nieuwjaar [CLICK !](#)

## First tug in the port of Rotterdam fuelled with GTL

The **Boskalis** vessel the **SMIT ELBE** in the port of Rotterdam has become the first tugboat in the Netherlands to be



fuelled with Shell GTL, the company said in its press release. GTL, which stands for gas-to-liquids, is a liquid fuel made from natural gas converted into synthetic diesel. GTL produces far fewer nitrogen oxide, sulphur dioxide, fine dust particles and black smoke emissions than regular diesel.

**Photo : Piet Sinke(c)**

The **SMIT ELBE** will run on GTL for around six months to determine whether the fuel is able to effect a sizeable reduction in emissions without the engines being adapted. On-board emission measurements will be carried out at regular intervals. The pilot may also be

interesting in relation to the emission reduction targets for the port of Rotterdam. The pilot is consistent with **Boskalis'** energy and carbon reduction activities in the Netherlands. **Source : PortNews**





The **SAFMARINE SAHARA** at the River Tyne – Photo : Kevin Blair (c)

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## Argentina's Customs Fines in Parana River Ports

In February 2013 the Club advised Members in a news article entitled Argentina – Customs Fines in San Nicolas (<http://www.westpandi.com/Publications/News/Argentina---Customs-Fines-in-San-Nicolas/n>) that the customs authorities in San Nicolas, Argentina were rigorously enforcing the Argentinean Customs Code regarding the accuracy of customs declarations.

Further to this advice, an entered vessel was recently subjected to a search by the customs authorities in the nearby port of San Lorenzo. The customs search team discovered that five cargo grabs and a number of other items had not been declared on the vessel's stores list. Due to the value of the cargo grabs customs decided to focus on this equipment as the basis for a possible fine.

In a similar incident involving another vessel the customs authorities valued the cargo grabs at USD 50,000 each, raising the possibility of a maximum fine of \$250,000. However, this could be doubled to USD 500,000 as the grabs cannot be seized. In this particular case a Club Letter of Guarantee for USD 250,000 was required in order for the vessel to be released.

Members with vessels proceeding to ports on the Parana River in Argentina, in particular San Nicolas and San Lorenzo, are advised to ensure the customs declaration prepared by the Master prior to arrival is complete in all respects and incorporates details of all items on board including cargo grabs, bunkers, greases, lubricating oils, chemicals, medical stores and provisions. If the Master is in any doubt as to whether or not a certain item should be added to the stores list, it should be included. Local agents should also be contacted for advice regarding any particular items or areas which appear to be attracting the attention of the local customs authorities. **Source: WOE.**



## Drunk Tanker Captain Nabbed by Swedish Coast Guard

The captain of a chemical tanker has been arrested by the Swedish Coast Guard on suspicion of operating his vessel while being drunk. A Coast Guard inspection revealed that the captain had a blood alcohol content of 0.6 milligram, when the legal limit is 0.2. The ship was carrying 15,000 tons of naphtha - a harmful product for both humans and the environment.



Photo : Simon Wolf (c)

It was a pilot who alerted the Coast Guard early Monday morning. The tanker **STENBERG**, loaded with naphtha – an environmentally hazardous and inflammable cargo – was on his way to Stenungsund from Ventspils in Latvia. **STENBERG**, is 144 meters long and 23 meters wide.

When the pilot came onboard the ship, he discovered that the commander was not able to navigate. The pilot decided to put the vessel at anchor and alert the Coast Guard. The Coast Guard launched an investigation and has turned the case over to prosecutors. The commander, who has been arrested and is in police custody, will be interviewed by the Coast Guard shortly. Naphtha is a petroleum product that is particularly harmful to humans and aquatic organisms and may cause long-term damage to aquatic life. **Source: MarEx.**

## Revised Safe Manning Requirements for Singapore Ships

### Replacement of Existing Safe Manning Documents :

9. For existing SMDs on board Singapore ships, companies are to conduct a review of the minimum safe manning using the new assessment form, taking into account of the guidance from IMO Resolution A.1047(27), as part of their ongoing review process.

10. If a Company assesses that there is a need to revise the minimum safe manning for its Singapore ship due to any change in shipboard operations, equipment or any other reasons, the company should make an application to MPA using the new assessment form by 31 Mar 2014. If a Company assesses that there is no change to the existing minimum safe manning, the Company should inform the Seafarers Management Department ([MMO\\_mpa@mpa.gov.sg](mailto:MMO_mpa@mpa.gov.sg)), using the declaration form in Annex B.

11. Companies are advised to ensure that a copy of this shipping circular is carried on board Singapore ships as supplementary clarification on the Singapore Flag Administration's requirement for carrying a SMD on board.

12. MPA will conduct a replacement exercise of existing SMDs for Singapore ships from 01 Apr 2014 onwards to 31 Dec 2014. The replacement will be carried out at no charge and in batches from 01 Apr 2014. Companies will be subsequently notified when their Singapore ships' SMDs are ready for collection. Prior to the receipt of the replacement SMD, the existing SMD on board the ships shall remain valid and in force.

Periodic Review of Manning Level by Companies

13. The new assessment form could also be used as a guideline when the company conducts its periodic review of the manning level on board ships. Records of such reviews should be documented. These records of review by the company could also be audited as part of the internal and external ISM audits to be carried out onboard the ship.

14. These records of review along with any other supporting information should be provided to MPA, whenever required by MPA. For the complete circular, please retrieve from the following link.

[http://www.mpa.gov.sg/sites/circulars\\_and\\_notices/pdfs/shipping\\_circulars/sc\\_no\\_22\\_of\\_2013.pdf](http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/shipping_circulars/sc_no_22_of_2013.pdf)

Source: MPA.

## **SOLAS' Amendments to the IMSBC Code**

In June 2013 the **IMO Maritime Safety Committee** adopted Resolution MSC.354(92) specifying forthcoming amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code. Contracting governments to the SOLAS Convention may apply the amendments in whole or in part on a voluntary basis from 1 January 2014. Mandatory compliance with the amended IMSBC Code requirements will commence on 1 January 2015.

The IMSBC Code is subject to updates every two years to reflect changes in the nature and variety of solid bulk cargoes presented for shipment, and advances in expert understanding regarding the safest ways to carry established solid bulk cargoes. Amendment 02-13 is the second amendment to the IMSBC Code since compliance became mandatory on 1 January 2011. The principal changes are summarised below:

### **Section 1.7 - Definitions**

The definition of a "Competent Authority" now includes a requirement for the Competent Authority to operate independently of the shipper. There have been occasions in the past where the shipper and Competent Authority have been closely related, leading to a possible conflict of interests.

### **Section 3 - Safety of personnel and ship**

Sub-section 3.6 - Cargo under in-transit fumigation; two new paragraphs of precautionary measures have been added to address the hazard of fumigant gases entering occupied spaces during in-transit fumigation.

### **Section 4 - Assessment of acceptability of consignments for safe shipment**

Sub-section 4.3 - Certificates of test; the requirement in paragraph 4.3.2 for the shipper to provide a signed certificate of the Transportable Moisture Limit (TML) and a signed certificate or declaration of the moisture content has been expanded to include a requirement for such documentation to be issued by an entity recognised by the Competent Authority at the port of loading.

A new paragraph 4.3.3 has been added stating that when a concentrate or other cargo that may liquefy is carried, the shipper shall have in place procedures for sampling, testing and controlling the moisture content of the cargo to ensure it is below the TML while onboard the vessel. The procedures are to be approved, and their implementation checked, by the Competent Authority at the port of loading. A copy of the approval document issued by the Competent Authority is to be provided to the Master or his representative.

A new paragraph 4.3.4 addressing the problem of uncovered barges with low freeboard transporting Group A cargoes to other vessels has been added; shippers are to include measures to protect cargo on barges from precipitation and water ingress in the procedures required by paragraph 4.3.3.

Sub-section 4.4 - Sampling procedures; there is a new paragraph 4.4.3 which will require shippers to facilitate access to stockpiles by the ship's nominated representative for the purposes of inspection and sampling for subsequent testing. This provision is particularly welcome and should ease one of the greatest hindrances currently encountered when precautionary P&I surveys of Group A cargoes are arranged.

### **Section 7 - Cargo which may liquefy**

In sub-section 7.2 - Conditions for hazards; the existing paragraph 7.2.2 has been replaced with the sentence "Liquefaction does not occur when the cargo consists of large particles or lumps and water passes through the spaces between the particles and there is no increase in water pressure".

### **Section 8 - Test procedures for cargoes which may liquefy**



Sub-section 8.4 - Complementary test procedures for determining the possibility of liquefaction; additional guidance has been added to this section which describes how to conduct a "can test", advising that if a sample remains dry following such a test, the moisture content of the material may still exceed the TML.

Section 9 - Materials possessing chemical hazards

Paragraph 9.2.3 - Materials hazardous only in bulk (MHB); an updated definition has been added along with details of the chemical hazards that would cause a material to be classified as MHB.

Appendix 1 - Individual schedules of solid bulk cargoes A number of changes have been made to the following existing cargo schedules:

- Ammonium Nitrate UN 1942
- Ammonium Nitrate Based Fertilizer UN 2067
- Ammonium Nitrate Based Fertilizer UN 2071
- Ammonium Nitrate Based Fertilizer (non-hazardous)
- Calcium Nitrate UN 1454
- Calcium Nitrate Fertilizer Charcoal Ferrous Metal Borings, Shavings, Turnings or Cuttings UN 2793
- Metal Sulphide Concentrates Peat Moss Sand Seed Cake UN1386 (b)
- Seed Cake (non-hazardous) Silicomanganese (low carbon)
- Sulphur (formed, solid)

The following new schedules have been added to Appendix 1 of the Code:

- Alumina Hydrate, classified as a Group A and B cargo, and also a MHB.
- Aluminium Smelting / Remelting By-Products, Processed, classified as a Group A and B cargo, and also a MHB.
- Clinker Ash, Wet, classified as a Group A and B cargo, and also a MHB.
- Coal Tar Pitch, classified as a Group B cargo, and also a MHB.
- Coarse Iron and Steel Slag and its Mixture, classified as a Group C cargo.
- Crushed Carbon Anodes, classified as a Group C cargo.
- Grain Screening Pellets, classified as a Group C cargo.
- Granulated Nickel Matte (Less Than 2% Moisture Content), classified as a Group B cargo, and also a MHB.
- Gypsum Granulated, classified as a Group C cargo.
- Ilmenite (Rock), classified as a Group C cargo. Ilmenite (Upgraded), classified as a Group A cargo.
- Nickel Ore, classified as a Group A cargo;

Members are reminded of the Club's mandatory notification and survey requirement regarding the loading and carriage of this cargo, as detailed in Notice to Members No. 14 2013/2014 - Dangers of Carrying Nickel Ore from Indonesia and the Philippines

(<http://www.westpandi.com/Publications/Notice-to-Members/Notice-to-Members-No-14-20132014/> )

- Sand, Heavy Mineral, classified as a Group A cargo. Silicon Slag, classified as Group C cargo.
- Solidified Fuels Recycled From Paper and Plastics, classified as a Group B cargo, and also a MHB.
- Wood Torrefied, classified as a Group B cargo, and also a MHB.

Grain Screening Pellets and Wood Torrefied have been added to the list of non-cohesive cargoes detailed in Appendix 3. The Index in Appendix 4 has been updated to include the additional cargoes included in Appendix 1. The material "Spodumene" has also been added to the Index with a reference directing the reader to the schedule for Sand.

The foregoing is a summary of some of the important changes to the IMSBC Code set out in Amendment 02-13. Full details of all amendments can be found in Resolution MSC.354(92) Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code ([http://www.imo.org/KnowledgeCentre/IndexofIMOResolutions/Documents/MSC%20-%20Maritime%20Safety/354\(92\).pdf](http://www.imo.org/KnowledgeCentre/IndexofIMOResolutions/Documents/MSC%20-%20Maritime%20Safety/354(92).pdf) ). Amendment 02-13 will be included in the 2013 edition of the IMSBC Code and Supplement which is due to be published shortly.

Members are advised to ensure their vessels comply with the amended IMSBC Code requirements from 1 January 2015, or earlier if required by the vessel's flag state or the National Authorities at a port of call. **Source: WOE.**

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HAL's **ROTTERDAM** arrived in Le Havre Monday afternoon, as refuge of the heavy storm blowing in the English Channel. She was to spend 3 days there, enabling her passengers to visit the region including Honfleur, Rouen and Paris for Xmas day. Le Havre will end then their cruise season with 2 ships call, including also the **AIDASol** which was due to arrive on Wednesday morning. It will mark the final 121st call of 2013.

The next season will start quite earlier as usual, on January 16TH 2014 with a call of the ferry **PRINCESS ANASTASIA** used as a cruise ship, sailing from St Petersburg to Sochi where she will be operated as a floating hotel during the Winter Olympics games. **Photo / Source : Philippe Pierre BREBANT ©**

## 2 killed in Turkish tugboat accident



Turkey's state-run agency says a military tugboat has capsized, killing 10 persons . General Staff said that the injured 17 are in good health and there is no risk of further fatality due to the accident.

The Anadolu Agency says the tugboat, **TGD DEGIRMENDERE**, keeled to its side on Monday as it was being put back to sea after undergoing maintenance at a military shipyard in the Aegean port city of Izmir. The private Dogan news agency says rescue teams are searching for six people believed to be stuck in the tugboat. The cause of the accident wasn't immediately known. **Source : Fire engineer**

## NAVY NEWS

### ALPHATRON BULK HANDLING SYSTEMS

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## Navy shadows Russian warship off Moray coast

The Royal Navy was believed to be shadowing at least one Russian naval vessel off the coast of Scotland after it sailed near the Moray Firth while on exercise in the North Sea, The Scotsman reports. The Baltic Fleet vessel is believed to be a warship and was part of an operation being carried out in the area. It was described by a source as a “Russian Task Group”, suggesting more than one ship may have been involved. The Ministry of Defence would not comment on the incident or on whether the Russians had entered British territorial waters, which stretches out around 14 miles from the coast, although it was thought to be unlikely. A Royal Navy vessel was thought to be deployed from the south coast of England to shadow the Russian ship. It follows a similar incident in December 2011 when several ships from the Baltic Fleet arrived 30 miles off the Moray Firth, including the huge aircraft carrier **Admiral Kuznetsov**, the anti-submarine warfare ship **Admiral Chabanenko** and escort the **Yaroslav Mudryy**. Source : Focus



Upon the successful completion of participating in the anti piracy operation **ATALANTA** at the Horn of Africa the Dutch **LPD L801 JOHAN DE WITT** returned at Den Helder naval base , just prior the festive season, to give the crew a well deserved break Photo : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl) ©

## 6 tugboats to join RF Pacific Fleet before year end

Pre-commissioning of 6 tugboats is under way at the Pacific Fleet of the Russian Federation. The state-of-the-art multi-functional vessels will join the Fleet's auxiliary unit, says press center of RF Defence Ministry.

Two sea-going tugboats of project **PE-65, MB-92** and **MB-93**, as well as four tugboats of **project 16609, RB-402, RB-403, RB-404** and **RB-405**, have been built by **Pella OJSC** this year. The vessels have been delivered to Vladivostok by a specialized vessel. By the end of the year the vessels will be put into operation and join the Pacific Fleet of the Russian Federation. The tugboats are intended for towing and berthing operations in harbor and coastal areas, performing of escort operations, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. Source : PortNews

## Sevmash delivers first serial Borey-class submarine cruiser to RF Navy

RF Navy has accepted the delivery of the **Aleksandr Nevsky**, fourth-generation **Borey-class** submarine cruiser, at Russia's largest shipyard **Sevmash**, says **United Shipbuilding Corporation**. The delivery certificate was signed by Mikhail Budnichenko, Sevmash Director General, and Igor Feodorov, Chairman of the State Acceptance Committee. The hoist of the flag was attended by Defence Minister Sergei Shoigu.

**Aleksandr Nevsky** is the first serial ship of project 955, Borey. The keel –laying ceremony was held on March 19, 2004. The lead vessel of the series, **Yury Dolgoruky**, was put into service in January, 2013. In 2006 and in 2012, Sevmash laid down two more serial submarines of this project: **Vladimir Monomakh** and **Knyaz Vladimir**.

The **Aleksandr Nevsky** submarine is the 130th nuclear submarine built by **Sevmash**. **United Shipbuilding Corporation (USC OJSC)** is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, OSK consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide.

Source : PortNews



The USS **DDG 96 BAINBRIDGE** and the French Frigate **F 711 SURCOUF** off Haifa – Photo : Peter Szamosi ©

## Liaoning's combat capability tested



China's first aircraft carrier, the **LIAONING**, has conducted more than 100 tests and training tasks since early December, when it began a training mission in the South China Sea, the navy said on Sunday. "The Liaoning successfully performed several tests of the combat system today and organized for the first time comprehensive combat training," the People's Liberation Army navy said in a statement. "Through this operation, we tested the carrier's combat capability and tried the performance of its propulsion and seaworthiness."

This is the first time the Liaoning has made a long-distance training voyage since it was commissioned into the PLA navy last year, the statement said, adding that the mission is characterized by a large number of tests, rigorous standards, complicated circumstances as well as collaboration with multiple military units. The ship left its homeport of Qingdao, Shandong province, on Nov 26 and anchored at a naval base in Sanya, Hainan



province, three days later. On Dec 5, it set out on the training mission. Two missile destroyers, the **Shenyang** and **Shijiazhuang**, (photo right) and two

missile frigates, the **Yantai** and **Weifang**, participated in the mission. They escorted the carrier along the whole voyage from Qingdao to Sanya. "The South China Sea has deep waters, strong wind and big waves, making it a suitable place for the aircraft carrier to conduct tests and training," said Senior Captain Zhang Zheng, captain of the



**LIAONING.** Crewmembers also have performed a series of tests on items such as the ship structure's resistance to stress, sailing speed in deep waters and stability of weapons and equipment, he added, noting that combat departments practiced exercises to defend incoming hostile aircraft, ships and submarines. Several types of aircraft, combat ships and submarines were dispatched to cooperate with the carrier during the mission, which simulates real combat situations, according to Zhang. After entering active service in September 2012, the Liaoning has carried out 12 sea trials and tests, including landings and takeoffs for the J-15 fighter jet. The ship is still in the test and exercise stage, according to Senior Captain Mei Wen, Liaoning's political commissar. "We have commanded the basic capability to operate and coordinate fighter jets and helicopters with the carrier," Mei said. "We have accumulated much experience in logistic support for the J-15 fighters and improved a lot in terms of damage control and handling of equipment malfunctions." **Source : ChinaDaily**

## Japan and India hold joint naval exercise in Indian Ocean

Facing a common threat from the Chinese maritime expansion, the **Japan Maritime Self Defense Force (JMSDF)** and **Indian Navy** launched a joint naval exercise near the coast of Chennai, one of India's most populous cities, between Dec. 21-22, according to the Beijing Times. The exercise in the Indian Ocean will help prepare both navies against enemy submarines and surface combat vessels, the Tokyo-based Kyodo News said. During the drill, the Indian Navy mobilized the **INS Satpura**, a Shivalik-class stealth multi-role frigate, **INS Ranvijay**, a Rajput-class guided-missile destroyer and **INS Kuthar**, a Khukri class corvette, while the JMSDF deployed its Maizuru-based Escort Flotilla 3 composed of two frigates, the **JDS Ariake** and **JDS Setogiri**.



The Hindu, a New Delhi-based paper, stated that another exercise will be launched by the two countries' respective coast guards near the coast of western Japan's Kochi prefecture. For the exercise, the Indian Coast Guard will send three vessels, one fixed-wing aircraft and one helicopter. It will be

launched as an anti-piracy exercise, but analysts claim that the two nations will be considering China as the main potential threat to their maritime security, the Beijing Times said. Fearing that the People's Liberation Army Navy may expand its sphere of influence into the Indian Ocean, Indian Prime Minister Manmohan Singh also expressed interest in buying a US-2 amphibious aircraft from Japan during his visit to Tokyo in May. Japan meanwhile has been working to form a new partnership with India to contain the Chinese maritime expansion from east and south. Tokyo has also made strides to win support from the Association of Southeast Asian Nations to condemn Beijing for the establishment of its new air defense identification zone. **Source : Want China Times**

## SHIPYARD NEWS

### Nordic Yards kicks off construction of 22600-series LK-25 icebreaker

A steel cutting ceremony has been held at Nordic Yards' Warnemünde shipyard in Germany, symbolizing the start of construction of the superstructure for the Russian diesel icebreaker LK-25, the shipbuilding company said. In August, St. Petersburg Russia based Baltic Shipyard (member of United Shipbuilding Corporation) and the German shipbuilding holding Nordic Yards signed an agreement for the turn-key contract for construction and outfitting of the 2,500-tonne superstructure of LK-25 icebreaker of Project 22600. A ceremonial keel laying for the **VIKTOR CHERNOMYRDIN** was held on October 10, 2012 at Baltic Shipyard in St. Petersburg. The newbuilding contract is valued at nearly EUR 200 million. The vessel is scheduled for delivery to Rosmorport for December 2015.

The icebreaking vessel will be powered by 25MW diesel-electric engines. This will enable the icebreaker to break the 2-m-thick ice and escort merchant ships to the ports and on the Northern Sea Route. The vessel was designed for multipurpose tasks including salvage operations in harsh environment of the Arctic and to assist scientific expeditions.

Wismar, Germany based Nordic Yards is one of the world's leading manufacturers of technologically sophisticated and innovative special ships with a strategic focus on the field of Arctic shipping. As a technological leader in high-tech shipbuilding, the shipyard group concentrates on special ships such as ice-breaking and ice-going ships, special tankers, ferries and offshore projects. The independent subsidiary companies **Nordic Yards Wismar GmbH** and **Nordic Yards Warnemünde GmbH** also belong to Nordic Yards. Both shipyards have direct access to the Baltic. The shipbuilding companies are some of the most modern, efficient and largest shipbuilders in the world. Nordic Yards have built more than 100 breakers and ice-class vessels, mainly for the Russian market. In 2011 MMC Norilsk Nickel took delivery of an Arctic tanker ship. In 2012, the shipyard was awarded orders from Russian Transport Ministry for two rescue ice-class vessels. The two vessels' keels were laid in 2013 at Wismar shipyard. **Source : PortNews**



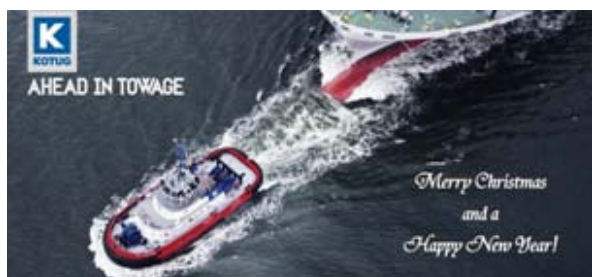
Frank van Hoorn at ARGONAUTICS Marine Engineering INC **Wishing all readers Happy Holidays and a Prosperous 2014!** The METEO GROUP Offshore **this year instead of sending Christmas cards has decided to make a donation to SLAINTE AN CHLAIR, CLARE CANCER SUPPORT CENTRE wishes you a peaceful Christmas and the best wishes for 2014.** Season Greeting from the Maersk OSV Modelling Cees, Bas and Leen **All staff at M3 Marine wish all readers Merry Christmas and a Happy New year just CLICK on the cards**

## Severnaya Verf lays down first serial tugboat MB-75 of project 23120 for RF Defence Ministry

On December 19, **Severnaya Verf Shipyard OJSC** laid down the keel of MB-75, first serial tugboat of project 23120 designed by Spetsudoproekt CJSC (Saint-Petersburg), the shipbuilding company says. The contract for construction of the series (lead vessel + two serial vessels) with ice class ARC4 based on the project 23120 for RF Defence Ministry was signed on June 29, 2012, by Severnaya Verf Shipyard OJSC and Federal Agency for Procurement of Armory and Specialized Equipment. Vessels based on project 23120 are technically similar to supply vessels built by **Severnaya Verf** for European customers and vessels of projects 22390/22391, which are to make the core of Gazprom's supply fleet deployed for Arctic shelf development. The major difference of vessels based on project 23120 is their ice class - ARC4 – enabling them to sail in the Arctic. Characteristics of the vessel: length max – about 95 m; width max – about 22 m; draught max – about 9 m; full displacement – about 10,000; cruising capacity – about 5,000 miles; endurance – about 60 days; crew – 27 persons. The vessels is intended for loading, storage, transportation and unloading of dry cargo; tugging operations, providing help to crews of vessels in distress. Navigation area: unlimited independent navigation in non-Arctic seas; independent summer-autumn navigation in the Barents Sea; winter-spring navigation in the Barents Sea with icebreaking assistance.

Russian Gov't picked **Severnaya Verf Shipyard** as the main contractor for the frigate and corvette class ships (Project 22350, Project 2038/20385). The company was included in the register of the Federal Service for Defense Contracts (Rosoboronzakaz) of sole suppliers of Russian weapons and military equipment and is the sole contractor for communications ships of Project 18280. The Shipyard's backlog of orders to be completed and delivered to RF Navy by 2020 includes 6 frigates of project 22350, 6 corvettes of projects 20380 and 20385, 3 combat logistics ships with high

ice class ARC4 based on project 23120, as well as two communications vessels of project 18280. The keel of the lead vessel was laid down on November 14, 2012. Source : PortNews



All at KOTUG- Ahead in towage wishing all readers Merry Christmas and a Happy New year , from the Gulf of Mexico the crew of the UNION PRINCESS wish all readers Merry Christmas, Het Schelde loodsen koor wenst iedereen prettige kerstdagen en een gelukkig nieuwjaar , het Koor zoekt nog medewerkers als U denk talent te hebben op de Accordéon, Viool of op de Banjo , gelieve onderstaande mededeling te lezen ! en neem contact met het koor op ! Click op de Card to view the high resolution version

## Het Scheldeloodsenkoor zoekt Muzikanten m/v

Standplaats: Vlissingen

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Herman Heijermanslaan 8

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E: [bakkeras@zeelandnet.nl](mailto:bakkeras@zeelandnet.nl)

<http://www.scheldeloodsenkoor.nl>

## ROUTE, PORTS & SERVICES

### Axios Enters Into Debt Settlement.

**Axios Mobile Assets Corp.** reports that it has reached agreement to settle outstanding debt of \$761,009 owed to outside contractors and independent directors to the company in exchange for 15,220,177 common shares of the company. **AXIOS MOBILE ASSETS CORP.** has 93,849,945 outstanding common shares (to be 109,070,122 upon closing of this debt settlement). Source : Axios Mobile Assets Corp.





# Merry Christmas and a Happy New Year

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Together with the [Mission to Seafarers](#) the foundation [C.A.S.C.O.](#) had their Christmas Party in the club [Flying Angel](#) at Schiedam with 80 seafarers from all over the world. A great evening! We wish all seafarers and readers a Merry Christmas and a happy New Year! George from CASCO; [www.casconederland.nl](http://www.casconederland.nl)

## SeaBird vessel charter extension

[SeaBird Exploration Plc](#) is pleased to announce that it has extended the bareboat charter for the [MUNIN EXPLORER](#) from 1 November 2014 to 31 October 2019. In connection with the bareboat extension, the charter rate is being reduced from USD 20,271 per day currently to USD 12,000 per day, commencing 1 February 2014. The charter rate will escalate with 2% per year throughout the charter period, in accordance with the original agreement.

The reduction in charter rate for the remainder of the current charter period will result in a cumulative savings for the company of approximately USD 2.3 million. [SeaBird](#) is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). Main success criteria for the company are an unrelenting focus on Health, Safety, Security, Environment and Quality (HSSEQ), combined with efficient collection of high quality seismic data. All statements in this press release other than statements of historical fact are forward-looking statements and are subject to a number of risks, uncertainties and assumptions that are difficult to predict, and are based upon assumptions as to future events that may not prove accurate. These factors

include SeaBird`s reliance on a cyclical industry and the utilization of the company's vessels. Actual results may differ substantially from those expected or projected in the forward-looking statements. **Source: SeaBird Exploration Plc.**



The **MSC MAGNIFICA** seen passing the Santos Pilot station outbound **photo: Laire Giraud ©**

## Navios Europe Inc. Takes Delivery of Four Additional Vessels.

**Navios Europe Inc.** announced that it has taken delivery of four additional vessels out of the ten vessel acquisition from **HSN Nordbank AG ("HSN")**. Including these four vessels, Navios Europe has taken delivery of nine vessels in total. The remaining vessel is expected to be delivered by the end of 2013.

### Tankers

| Vessel           | Vessel Type | Built | DWT    |
|------------------|-------------|-------|--------|
| <b>Star N</b>    | MR1         | 2009  | 37,872 |
| <b>Hector N</b>  | MR1         | 2008  | 38,402 |
| <b>Perseus N</b> | MR1         | 2009  | 36,264 |
| <b>Aurora N</b>  | LR1         | 2008  | 63,495 |
| <b>Lumen N</b>   | LR1         | 2008  | 63,599 |

### Containers

| Vessel                | Vessel Type | Built | TEU   |
|-----------------------|-------------|-------|-------|
| <b>Fesco Almathea</b> | Panamax     | 2007  | 3,091 |
| <b>Protostar N</b>    | Sub Panamax | 2007  | 2,741 |
| <b>Esperanza N</b>    | Sub Panamax | 2008  | 2,007 |
| <b>Harmony N</b>      | Sub Panamax | 2006  | 2,824 |
| <b>Solar N *</b>      | Panamax     | 2006  | 3,398 |

\* To be delivered by the end of 2013

Source : Navios Maritime Holdings Inc.

## Dryships Announces Delivery of Ocean Rig's Sixth Newbuilding Drillship, the Ocean Rig Skyros

**DryShips Inc.** a global provider of marine transportation services for drybulk and petroleum cargoes and through its majority owned subsidiary, **Ocean Rig UDW Inc.** of offshore deepwater drilling services, announced that **Ocean Rig** successfully took delivery of its newbuilding drillship, the **OCEAN RIG SKYROS**, on Friday, December 20, 2013. The drillship is currently mobilizing to offshore Angola to commence drilling operations with Total.





## Descartes acquires Impatex

Global logistics technology solutions provider **Descartes Systems Inc.** has acquired the UK's largest and oldest-established Customs and freight forwarding software company, **Impatex**. The deal takes effect on December 16th.

Before the sale, Impatex was owned by its founder, Peter Day, who launched the company in 1980 and was joined in the business by his wife Sue in 1982. Today, Impatex provides its iCE (Integrated Customs for Europe) Customs processing system for high-volume users such as Agility, Ceva, Damco, DHL, DSV, Expeditors, Geodis, Hellmann, Kuehne + Nagel, Panalpina, SDV, UPS and UTI. iCE is progressively replacing its well-established Customs Manager predecessor, in use by hundreds of freight forwarders, as well as shipping lines and shippers.

Impatex also continues to develop its unique, browser-based NetFreight forwarding and Customs system, designed for small to mid-size agents, and bought from its inventor Evgeni Pantchev in 2007. NetFreight is now used by over one hundred freight agents in the UK, and a growing number in the USA, Europe and the Middle East. Evgeni will re-join Impatex under its new ownership at the beginning of the New Year.

Explaining his decision to sell Impatex, Peter Day explains: "We have known for a long time that the future of our company lies in international expansion, as more and more customers seek single, uniform solutions that can operate globally.

"Providing a pan-European Customs solution in particular requires the development of a communications link to every EU member state's Customs system; this would have been a very long and expensive project. The global development of Impatex as an independent would also have required the establishment of a much larger, international support structure, involving additional high costs.

"We received a timely approach from Descartes, who were looking to acquire a UK Customs software company, with Impatex being their preferred choice. Norwegian-based KSD, which was also recently acquired by Descartes, has already developed the necessary links to European Customs, and the integration of this with our own iCE system provides a very effective pan-European Customs solution.

"Descartes also has existing relationships with many of our largest customers, and an impressive international support presence. So, weighing up the various options for the future development of Impatex, we decided that the interests of our customers and staff are best served by the company becoming part of the Descartes organisation. Descartes' resources and complementary product portfolio will help Impatex to realise its full and considerable potential as a world-leading freight forwarding and Customs software provider."

Impatex will continue to operate with its current management and staff, and will be based in its present offices near Southampton until further notice. Peter and Sue Day will assist in the transition to Descartes ownership, and are



setting up a new company - Freight Network Software Ltd - which will act as a reseller of the NetFreight product to forwarding networks in the UK and USA.



Captain Jaap Plug **onboard the SDDR BICENTENARIO** and his crew wishes everyone a Merry X-Mas and a fantastic 2014, Tom van Oossanen ([www.tomvano.com](http://www.tomvano.com)) wishes all readers all the best for 2014. Consolidated Pipe Carriers, a part of the Pacific Radiance Group wishing you peace and happiness at Christmas and always !! just **CLICK on the Cards to view** ☺

## Maersk Line ship diverts from Felixstowe to London Gateway

By : Chris Gosling



The **NEDLLOYD DRAKE** – Photo : Richard Qualm (c)

DP World's new UK port, **London Gateway**, took its first vessel direct from the Far East alongside at about midnight, on Sunday 22nd December, 2013. The 5,618 TEU **NEDLLOYD DRAKE's** planned Felixstowe call was replaced with the call at Gateway. See also :

[http://www.youtube.com/watch?v=MpAhNtGleCA&feature=youtu.be&goback=.gde\\_108457\\_member\\_5820815169583861761#%21](http://www.youtube.com/watch?v=MpAhNtGleCA&feature=youtu.be&goback=.gde_108457_member_5820815169583861761#%21)

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**Seaway Heavy Lifting**



# Seabridge Marine Services Ltd completes load out of 9 barges for Canadian Owner, Mckeil-Malaspina Ltd.

**Seabridge Marine Services Ltd** recently completed the load out of 9 specialized newbuild deck barges onto **SAL's**



heavy lift vessel **M/V FRAUKE** at Jingjiang China. After delivery to Canada, the barges will go on charter with Canadian operator **Mckeil Marine** (Newfoundland and Labrador) and will be used on the construction of the Hebron Gravity Based Structure project currently underway at Bull Arm Newfoundland.

**Seabridge's** operations director **Paul Hilder** commented " we were very pleased with **SAL's** performance under their contract with us. The **Frauke's** Captain and

crew along with the SAL supercargo did a great job carrying out the complicated/precision lifts quickly and professionally, as the clearance on some lifts being only a few centimeters between the barges hulls and the ships cranes – very impressive".



Superintendents from **Seabridge** along with Surveyors from **Braemar (the Salvage Association)** were on hand to oversee the loading and lashing. Planning and Engineering for the load was done jointly by engineers with the **Seabridge Project Team (including MHLP and BV from Rotterdam)** and the **SAL engineering** office. While the first days of loading were plagued by heavy fog and smog which created some delays, eventually the weather cleared allowing for excellent loading conditions.

The loading and lashing was conducted over a 7 day period from Dec 9-15th at the YZG Changbo Berth. The **FRAUKE** will make a

Trans Pacific crossing via the Panama Canal and is scheduled to arrive in Newfoundland Canada about January 20, 2014, WP. The 9 barges, which range in weight from 265 – 725 tonnes and are 34-67m in length, were built by **Seabridge Marine Contractors Limited** in Jiangsu China. These 9 were





part of a total of 15 barges delivered during 2013 by **Seabridge Marine Contractors** China operations to various Canadian and International clients. "We have had another successful year of production in China with YZG performing very well and cooperating well with our in yard Supervision teams" said **Barry Smith**, Sr Newbuilding Superintendent of **Seabridge Marine Contractors**. The clients comments sum up the project well "we have followed the last weeks of construction and loading of the barges in China, and I'm very happy to say: Job well done! I'm extremely happy that this part of the project has been well planned, executed and on schedule. We're now looking forward to receive the barges in Newfoundland". **Seabridge Marine** encompasses a group of companies specializing in heavy lift transportation, deep sea towage, barges & barging, and specialized vessel construction unique in that the newbuilding contracts are not completed until the vessel(s) are delivered to their end destination therein removing all scheduling and delivery risk. [www.seabridgemarine.com](http://www.seabridgemarine.com)



Season Greetings from Measurement Worldwide Group, from Adam Louwen & family Merry Christmas and a Healthy New Year, take in 2014 also a look at [www.vaargroep-mailline.nl](http://www.vaargroep-mailline.nl) , Sylvia & Willem Koper and the crew of the tug SVEZIA (Iskes tugs) wishing you all Merry Christmas and a Happy New year **CLICK on the cards to view the Wishes !**

## Sand dredgers 'caught in act'



Police and officials from the Ministry of Water Resources and Meteorology shut down a team of alleged illegal sand dredgers in Kandal province on Saturday. Authorities confiscated five boats being used to dredge sand from the Bassac river in Sa'ang district – a practice that was temporarily banned in October.

Kheum Chankiri, the district governor, said the dredgers had finally been caught in the act after previous efforts to crack down on them had amounted to nothing.

"According to complaints we received, the group of businesses who owned the ferries and big boats were stealing sand at night and at various times throughout the day when

officials were off duty," he said. "That made it difficult, because we did not have the means to make inspections." It wasn't until Minister of Water Resources and Meteorology Lim Kean Hor led a team of investigators on Saturday to where the dredgers had been operating, in Koh Anlong Chin commune and Kien Svay district's Kbal Koh commune, that it was determined that they were working without licences and in violation of the government order of October 15.

"The illegal sand-pumping units that were defying the government's ban were forced by the Secretariat of the Resources Management Committee to cease their activities, said Chan Yutha, a spokesman from Kean Hor's cabinet.

Those involved in the dredging were charged and released, authorities said. The government's ban on dredging in the Mekong and Bassac rivers came two weeks after officials in Kandal confiscated more than 100 sand-pumping systems and 40 boats believed to be unlicensed.

Officials had feared that riverbanks were at risk of collapsing as water levels rose as a result of this year's deadly flooding. The October 15 directive excluded one stretch of the Mekong River, from Phnom Penh to Kandal, where the government said dredging contributed to the country's construction industry.

Authorities have said previously that when done properly, sand dredging has little effect on the rivers, and that they are more concerned with unlicensed activity. **Source : The Phnom Penh Post**



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



KOTUG's **SD SHARK** escorting the **SERRA ATASOY** , the coaster arrived November 11<sup>th</sup> under tow of the tug **EN AVANT 10** in Rotterdam due to propulsion problems earlier and left the port now for trials upon completion of the repairs in the background is seen the **AIDASOL** outbound from Rotterdam **Photo : Kees Torn ©**

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