Biglift’s HAPPY DRAGON arrived last Monday at Singapore Eastern anchorage for bunkers and crew change - Photo: Piet Sinke © CLICK on the photo!
EVENTS, INCIDENTS & OPERATIONS

CASHMAN's transport barge JMC-304 with a new pipe-reel for Heerema's AEGIR in the Gulf of Mexico.

Photo: Cor Draijer ©

UASC cements its largest ever newbuilding order by exercising options for six 14,000 TEU vessels

United Arab Shipping Company (UASC) is proud to announce that options for six additional 14,000 TEU vessels have been exercised bringing the total order to 16 ships. UASC cements its largest ever newbuilding order by exercising options for six 14,000 TEU vessels. The order has been placed with Hyundai Heavy Industries (HHI) in Korea.
and is the largest in UASC's history, worth over US$ 2 billion including all options. The order features vessels that will be amongst the largest, most technologically advanced, and most environmentally friendly container vessels ever built.

UASC hosted a signing ceremony in Dubai where the newbuilding contract was signed by His Excellency Salem Ali Al Zaabi, Chairman of the UASC Board of Directors, and by Mr. Y. J. Ji of HHI. The ceremony was also attended by UASC President & CEO, Mr. Jorn Hinge, and other members of the senior management teams of UASC and HHI.

His Excellency Mr. Salem Ali Al Zaabi remarked, “The exercising of these vessel purchase options is an integral part of the newbuilding contract that UASC signed in August 2013. This vessel order positions UASC to deliver on its long-term growth objectives and the unique design features of the vessels ensure that UASC will set new industry benchmarks for fuel economy and environmental performance.” The 14,000 TEU and 18,000 TEU newbuildings included in the overall order are scheduled for delivery from late 2014 and from the first half of 2015, respectively. Source: UASC

**LNG-fuelled catamaran pushes frontiers in ferry powering**

**Incat's** fastest ferry yet, the LNG-fuelled gas turbine-powered 'Francisco' has successfully entered service with Buquebus in South America: David Tinsley reports on the ship and its fuel arrangements.

Heralding a new stage in the development of high-speed ferry transportation, Buenos Aires-based Buquebus has introduced an exceptionally fast vessel to the Argentina/Uruguay travel market. Putting the Buenos Aires/Montevideo ferry service on a stronger footing to compete with airline operators, the 99m catamaran Francisco can maintain schedules at 50 knots-plus with a full payload of over 1,000 passengers and 150 cars. The vessel has a lightship speed in excess of 58 knots.

As a response to a pressing commercial need to offer swift transits across the River Plate, the new wave piercer from the Incat cradle in Tasmania has been designed and engineered with long-term considerations relating to economic and environmental performance and asset value. Although aeroderivative gas turbine machinery is an established propulsion mode in the lightweight ferry sector, Francisco is the first vessel to have been built under the HSC (High-Speed Craft) Code with power by gas turbines using natural gas as the primary fuel and marine distillate for ancillary and standby purposes.

The aluminium-built ferry has thereby put down a new marker for the industry: not only in raw speed for a commercial vessel of her size and type, but also in her unique blend of systems and technologies. The innovative nature of the shipbuilding project lies in its combination and integration of technologies, including gas fuelling, gas turbine propulsion, and ro-ro equipped wave piercing catamaran design, all of which are proven in their own right.

Headed by Juan Carlos Lopez Mena, the Buquebus organisation ranks among the pioneers in the fast ferry domain. The evolution of its fleet has included the introduction in 1995 of an Incat 70m catamaran, the Juan Patricio, with a service speed of 47 knots, followed in 1997 by the Bazan-built, twin-hulled Luciano Federico L, powered by gas turbines. At the time, the latter was the world's fastest car-carrying catamaran, capable of a fully-laden speed of 55 knots.
Buquebus’ familiarity with the Incat product and knowhow over a 20-year period is underscored by the fact that the Francisco is the eighth Incat vessel to be operated by the group. Four of these ferries, including Juan Patricio, have lightship speeds exceeding 50 knots.

On trials, the latest cat made just under 52 knots when ballasted to the 450t full load deadweight and attained a lightship speed of 58.1 knots at maximum power, although it is indicated that this could have been higher if less fuel had been aboard and delivery spares had been removed.

The unique nature of the new Buquebus ferry posed particular regulatory challenges for Incat and its associated company Revolution Design. At the forefront of classification rule development for LNG in marine applications, and having classed most of the vessels built by Incat, DNV was engaged for the Buquebus newbuild project. However, as reported by Incat, “DNV rules had to be reconsidered to ensure compliance. This created some special issues. The society requires that with any unique or ‘novel’ design, an ‘equivalence’ of a requirement be provided to demonstrate that the design is at least ‘equivalent’ to a more ‘standard’ design or that it actually produces better safety outcomes than the regulations require.”

The detail of the construction of the Buquebus catamaran differed from that of other wave piercers from Incat in having only one driveline per hull instead of the typical two per side, and the jet rooms have a single large jet duct rather than the two comparatively smaller jets on a ‘standard’ 98m wave piercer catamaran. “The real challenges came in a number of areas, including each hull side cut out to enable the LNG tank with cold box to be fitted, which was about twice the size of a conventional engine room soft patch in the vessel side,” counselled Incat. Revolution Design structural engineers factored that into the ferry’s design.

The gas piping requirements, including the provision of ventilated ducts and the related welding and fixing, required many months of attention, while systems integration drawing the highly complex gas turbine plant and gas supply arrangements into the ship’s control and monitoring systems was a complicated and time consuming task.

The light weight, small footprint and high power density characteristics of gas turbines are well suited to criteria for the fastest, light displacement vessels. The Buquebus ferry was specified with two GE Energy LM2500 gas turbines modified to operate either on natural gas or MGO. The LM2500 is a single-rotor gas turbine with an aerodynamically coupled power turbine, and the version nominated for Francisco has a rated output of 22,233kW, compression ratio of 18:1, and speed range of 500-3,780rpm.

Natural gas will be the ferry’s primary fuel, whereby a secondary heat exchanger system will utilise waste heat energy from the turbine exhaust to vapourise LNG from the storage tanks, changing its state to gas for ingestion in the main machinery. The power plant uses marine distillate for start-up and during the ensuing minutes until the heat exchangers have produced enough gas from the LNG to allow changeover to LNG fuel. On arrival in port, the gas turbines revert to distillate for the vessel manoeuvring phase. The distillate will also serve as standby fuel.

Each prime mover and ancillary equipment is housed within a steel enclosure in each hull, and a 7:1 ratio ZF reduction gearbox is interposed on each driveline to a Wärtsilä LJX 1720SR axial waterjet. Configured for steering and reverse, the Wärtsilä design is notable for its comparatively small size, given the power input entailed. The proprietary Lipstronic 7000 system controls and indicates the steering angle, bucket position and impeller speed, and can be operated either by joystick or autopilot.

Two 200kW Caterpillar C9 gensets serve the gas turbine plant’s electrical power requirements, while four 340kW Cat C18-based aggregates cover the onboard electrical load, and are arranged for automatic start-up and paralleling. The electrical control system provides for one genset being maintained as a standby set.

Cryogenic equipment specialist Chart Ferox was contracted to design, manufacture and supply the LNG fuelling system, including the storage tanks, piping, controls and bunkering arrangements. Located in the northern part of the Czech Republic at Decin, Chart Ferox is a wholly-owned subsidiary of Chart Industries of the USA, and is a pioneer in the development of LNG fuel delivery systems used within the transportation sector at large. Francisco has been fitted with two 43m³-capacity, super-insulated LNG storage tanks and associated cold boxes, with vaporisers, pumps, valves, bunker stations, control systems, safety detectors, a glycol circuit and a heat management system for the turbine exhaust gases. A cold box is effectively an airtight enclosure containing the wherewithal for fuel processing.

Each hull of the catamaran has one LNG tank. Positioned amidships in a compartment immediately above the double bottom marine distillate bunker tanks, the gas tanks are of double-walled, stainless steel construction. They embody proprietary, multilayer composite vacuum insulation to maximise fuel capacity and maintain the LNG in its liquid state at a temperature of -163°C. Changeovers between LNG and distillate will be automatically controlled and will be performed as a ‘seamless’ operation. The tanks provide for up to four hours of high speed operation, affording the requisite capacity to cover the round trip of 250 nautical miles on the River Plate service, so that bunkering need only
be undertaken at one of the terminal ports. This is carried out at Buenos Aires from trucks drawing cryogenic tank trailers. The ship’s system has been designed to facilitate LNG refuelling in less than one hour, with simultaneous intake from two LNG trailers.

Within the Chart system, a secondary heat exchanger utilises waste heat from the turbine exhaust gas streams to vaporise the LNG, changing its state from liquid to gas, which is then delivered to the propulsion turbines at a precise pressure and flow. When the machinery is started, or when the vessel is running at low speed or manoeuvring, the turbines are operated on marine gas oil.

The Buquebus fleet investment project also signifies an industry first through the company's decision to purchase its own portable, shoreside plant for the production and supply of the LNG fuel bunkered by the Francisco. The chosen solution is in the form of seven Cryobox LNG ‘nano’ stations developed, patented and manufactured by the Argentinean firm Galileo.

In total, the seven units commissioned by Buquebus can produce 84t or 49,000 gallons per day of LNG, using a high-pressure thermodynamic cycle that converts natural gas into liquid by cooling to -163°C. The complete station has been designed for transportation on a trailer, and for direct connection to the gas distribution system. In this way, the requisite LNG will be trucked from the outskirts of Buenos Aires to the ferry terminal, where Francisco will be refuelled.

The integrated Cryobox solution thereby offers users a high degree of flexibility in meeting capacity and delivery requirements over time, and is an alternative to the cost and other issues associated with establishing a permanent bunkering or refuelling point.

The wave piercer’s two slender, aluminium hulls are connected by a bridging section with a centre bow structure at the forward end, and the resulting configuration makes for a beam of nearly 27m on a length overall of 99m. The single vehicle deck affords a clear height of 2.3m and maximum axle load of 2t, and the 150-car intake is based on spaces at 4.5m length by 2.3m wide. Ro-ro access and egress is via shore-based stern ramps across the transom.

The ferry’s interiors are elegant in style and open in layout, and were designed by Julio Cesar Ortega of Uruguay. The passenger spaces include tourist-, business- and first-class seating, and the expansive duty-free shop, extending over more than 1,100m², ranks among the largest shopping areas ever incorporated into a fast ferry, and had significant implications for the weight of the interior fit out. Gas turbine power provides additional comfort for passengers by reducing noise and vibration on board.

Operating performance and results with the Francisco can be expected to be closely followed by ferry operators worldwide, given the considerable challenges and uncertainties facing the industry due to high oil prices and ever-tougher environmental controls. **PRINCIPAL PARTICULARS -- FRANCISCO**

- Length, overall 99.0m
- Length, waterline 90.54m
- Beam, overall 26.94m
- Draught, design 2.98m
- Deadweight 450dwt
- Gross tonnage 7,100gt
- Passengers + crew 1,024
- Car capacity 150
- Main engines 2 x GE LM2500 gas turbine
- Main engine power 2x 22,000kW
- Speed, 450dwt @ 100% MCR 51.8 knots
- Speed, lightship @ 100% MCR 58 knots
- Gas turbine gensets 2 x 200kW
- Ship's service gensets 2 x 340kW
- Class DNV
- Class notations +1A1, HSLC, R4, Car Ferry B, E0, Gas Fuelled
- Flag Uruguay

Source: Motor Ship

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**AND REGISTER FOR FREE !**
As seen above last Monday the HAPPY DRAGON of BIGLIFT enroute to Europe made a bunker stop in Singapore, the HAPPY DRAGON was loaded with several Transtainers. The HAPPY DRAGON is one of the Happy D-Types operated by BigLift together with her sisters Happy Delta, Happy Diamond, Happy Dover, and Happy Dynamic.

The 156.9 mtr long and 25.6 mtr width Happy D-type ships are flexible, heavy lift ships equipped with two NMF cranes with a SWL of 400 mt and one NMF crane with a SWL of 120 mt.

A high crane pedestal and long crane jib facilitate large lifting heights, which are available at all outreaches. The beam of the vessel also ensures
that the cranes can be used to their full capacity, without the need for a stability pontoon. With a deadweight of 17,250 mt and a speed of 16 kn, these ships have a combination of folding hatch covers and rolling covers for the upper deck and tweendeck pontoons. These pontoons can be positioned at two levels, providing a medium and high lower hold and low and medium tweendeck.

The Happy D-type is equipped with two holds of 5,032 m³ and 15,860 m³. Furthermore, the Happy D ships are certified to sail with open upper deck hatches, making it possible to stow high objects in the lower hold protruding above the main deck. This gives additional protection for sensitive cargoes.

An automated anti heeling system additionally ensures a very efficient operation for lower weight cargoes. With Finnish Ice Class 1A notation, these ships are extremely versatile transportation tools.

We wish Capt Dino and his crew a safe voyage!

All photos : Piet Sinke (c) – CLICK on the photos to view or download the high resolution version.

Clarksons opens barge broking operation

Clarksons, the world's leading shipping services group, announces that it has started a new operation specialising in broking to the barging market. The highly experienced team will be based in Rotterdam and headed up by Scott Van De Velde, the company said in its press release. Richard Whittet, MD of Clarksons Specialised Products division commented: "We are excited to enter the barge sector as we see it as an important and growing market and one which offers Clarksons a great opportunity to once again extend its range of integrated shipping services to our existing client base and beyond .

Source : PortNews

MV Expansa and MV Ark Forwarder, both vessel were last week in Rotterdam and their On-Hire Survey was performed by QMS. MV Expansa on her first voyage to London Thamesport, the second port in the U.K. for A2B containers BV. MV Ark Forwarder sets service from Esbjerg to Immingham. Both vessels are in excellent condition reported Ger Quist. For QMS services and inquiries please visit www.quistmaritime.com
Swiber clinches five contracts worth approximately US$ 235 mln in 2014

Swiber Holdings Limited, a world class integrated construction and support services provider to the offshore oil and gas industry, today announced its first series of contract wins just beginning of the new year. The Group has clinched five sizeable contracts totaling approximately US$ 235 million, the company said in its press release.

Left: The **SWIBER RUBY** moored in Singapore - Photo: Piet Sinke(c)

Three of these contract wins, which amounted to approximately US$145 million, were awarded to the Group for works that will be executed in Latin America and Southeast Asia. The remaining two contract wins, which aggregated to approximately US$90 million, were awarded to Swiber’s associate company and joint venture company, and are for services that will be executed in Southeast Asia. These contracts will commence immediately and are expected to be completed in next 2 years. **Source: PortNews**

Hellenic Engineers Society show support for Sailors’ Society

The **Hellenic Engineers Society** chose to support **Sailors’ Society** at their 19th Annual Dinner and Dance on Saturday 1st February. In recognition of the reliance of Greek shipping on seafarers, Mr Dimitris Monioudis, President...
of the Society, chose the maritime charity to be the beneficiary of a collection on the evening, praising the charity's work to transform seafarers’ lives.

The event is considered the highlight of the social calendar for the Greek shipping community in London and took place this year at the stunning Dorchester Hotel in Central London, and saw more than 500 guests attend from over 30 different countries. The evening included traditional Greek dance performances by the Greek Ladies’ Lyceum in London (Lykeion ton Hellidnidnon) and stand-up comedienne Katerina Vrana. Sailors’ Society received £540 from the evening’s collection, which will go towards its vital work providing welfare support to seafarers across the world.

Rotterdam Offshore Group

Rotterdam Offshore Group

Serdijn Ship Repair (SSR) and Zwagerman Offshore Services join forces into a new company under the name Rotterdam Offshore Group BV (ROG). Both companies have a strong reputation for finding innovative solutions for complex jobs. Their ideas and activities are complementary, so a complete portfolio can be offered to clients.

Alongside the jetties there are lay-by facilities for vessels up to 190 mtr and 9,5 mtr of depth, with sufficient crane capacity. A large yard area of more than 14,000 sqm with a fully equipped workshop.

Existing markets and new market segments will be addressed in several business modules.

1. De- and mobilization, maintenance: For offshore vessels such as PSV, OSV, Seismic-, Dredging-, Jack-Up Wind Turbine Installation Vessels, (crane) barges and platforms.
2. Conversions and yard repairs: For merchant and offshore vessels at our jetties with support of our workshop.
3. Port and voyage repairs or maintenance: With trucks, floating and mobile equipment, all kind of projects can be executed in the Rotterdam-and adjacent Ports or during the voyage.
4. Heavy-lift and floating cranes: Max 1400T.
5. Supplier, sales/rental, and storage of equipment: Used in offshore explorations such as cranes, winches.
6. Construction work: For any kind of vessel, barge, platform in the offshore and marine industry.
7. High end On Site Mechanical Services: Alignments, vibration and 3D measurements, 3D scanning and on site machining. [www.rotterdamoffshore.com](http://www.rotterdamoffshore.com)

GALLOWAY EXPRESS MEETS BRAHMAN EXPRESS IN TOWNSVILLE
Vroon’s GALLOWAY EXPRESS replaced BRAHMAN EXPRESS in the same berth after loading at Port of Townsville. After the pilot disembarked, he went to GALLOWAY EXPRESS to berth them.

Photo’s : 2/ O Kent Martin, MV Brahman Express. ©

Ship purchasing market rather active despite Chinese holidays

Despite the fact that the New Year celebrations in China has slowed down the freight markets, not to mention that Chinese ship owners are absent from the market, the ship purchasing activity over the past few days, can only be
described as byuoant. It's a rather remarkable feat, given that the dry bulk market is on steady path of declines since
the start of the year and that ship prices are anything but cheap these days.

According to the latest report from shipbroker Golden Destiny, there were a tota of 39 S&P deals reported over the
past week, for a total of $540.17 million, while 15 deals were reported at an undisclosed price. In total, 19 bulkers
changed hands, together with 9 tankers and 3 gas tankers, among others. Activity was up 11% on the week, but
down 9% on the year. Golden Destiny noted that “bulkers and tankers held the lion share of this week’s S&P activity -
49% share and 23% share respectively, liners 18% share and gas tankers 8% share. The highest invested capital is
reported in the bulker segment with large activity reported in large vessel size categories (post panama-kamsarmax-
supramax).

In a separate report this week, shipbroker Lion Shipbrokers noted on the dry bulk sale and purchase market that “we
heard that 4 Greek buyers have been lined up to inspect Japanese controlled Tess52 supramax TROPICAL QUEEN
(52.5K BLT 2005 TSUNEISHI/PHILIPPINES CR 4X30T) just within one week after she came officially in the market. At
an auction in Hong Kong, clients of Eastern Pacific of Singapore were the highest bidders, offering $49.4 mill, for
modern caper SANKO POWER (181K BLT 2010 SASEBO/JAPAN); remind you that she was sold to present owners
back in july of 2012 for $33.5 mill). We picked up that one year younger caper CONCHES (179K BLT 2011
SUNGDONG/S. KOREA) was acquired for a price region $50-$51.5 mill by clients of Knightsbridge of Norway. At an
auction in Italy on 22nd January 2014, the Deiulemar Dry Bulk Business Unit consisting of 12 bulkers (4 capes, 3
kamsarmaxes & 5 panamaxes), the seafarers embarked onboard the vessels, the 30 persons shore personnel, the
mobile assets and all company's in house equipment were sold en bloc to a joint venture of Augustea of Italy, Bunge
of U.S.A. & York Capital of U.S.A. for Euro €81 mill (about $112 mill). Star Bulk of Greece has announced two days ago
the en bloc purchase of post-panamax sisters GIANNUTRI & GL DAISHAN (98K BLT 2011 TSUNEISHI
ZHOUSSAN/CHINA) for $60 mill ($30 mill each) including charter back to the sellers for a period of 30-34 months and
between 27-31 months respectively, each at a gross daily rate of $15,000 less 1.25% address commission on gross
revenues”, Lion Shipbrokers said.

It added that “older Japanese controlled post-panamax KAMI SHIMA (95K BLT 1993 OSHIMA/JAPAN DD 27TH
MAR 2014) have been sold to Chinese buyers for $8 mill basis dry-docking surveys due in 2 months. In an off market
deal, kamsarmax CHRI STINA VI CTORY (82K BLT 2006 TSUNEISHI/JAPAN) changed hands for $23.5 mill (price in
line with market), while panamax CHENGYANG PIONEER (76K BLT 2013 YANGFAN/CHINA) was committed to
undisclosed interests for a solid $25-$26.5 mill level. We picked up that Greek buyers (hearing clients of Navitas) paid
$25 mill for Vietnamese built supramax METROPOL (54K BLT 2012 HYUNDAI VINASHIN/VIETNAM CR 4X30T); remind
you that one month ago same age but South Korean Hyundai built sisters GIANNUTRI & MONTECRI STO (55K BLT
2012 HYUNDAI/S. KOREA CR 4X30T) attracted $28 mill each”, Lion concluded.

Meanwhile, in the demolition market, the shipbroker said that “in the Subcontinent market, the combination of steel
demand decrease and pressured local currencies are driving cash buyers & breakers to speculate and very often offer
very firm levels in order to attract tonnage. Surprisingly, China managed to attract numerous vessels at firm levels,
just before the commencement of their Lunar New Year holidays. Turkish rates are softening, mainly due local
currency instability against the US Dollar, making the Aliaga shores a less appealing choice to shipowners out there”.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Lyttelton Port Company safety 'on notice'

The Lyttelton Port Company (LPC) has been told to clean up its act following a workplace accident at its Woolston
container depot. The company has been issued with five WorkSafe New Zealand improvement notices relating to
operational practices there.

A 21-year-old worker was seriously injured at the LPC's City depot in Chapmans Rd on January 4 this year. The man
suffered head injuries when a stacked container fell onto the cab of a forklift he was driving. The container was
believed to have come from a stack that was seven containers high. WorkSafe NZ spokesman John Tulloch said the
agency was still investigating the incident.

However, LPC had already been issued with improvement notices relating to "stacking heights, container alignment
and directional signage". "At the time [of the January 4 incident], WorkSafe NZ issued a prohibition notice prohibiting
workers from putting more than five 12.2-metre containers into a new stack or more than four 6.1m containers into
one stack. That prohibition notice remains in place," said Tulloch. "WorkSafe NZ continues to work with LPC to ensure
a safe work environment at the container depot," he said.
The forklift incident on January 4 followed transport company owner Bill Frost's death at Lyttelton Port’s container terminal last year. Frost, 58, of Coalgate, was pinned between a logging truck trailer and a forklift on the port’s No 2 Wharf on November 27.

Tulloch said that incident was also still being investigated by WorkSafe NZ. In December, Lyttelton Stevedoring Services employee Warren Ritchie, 49, died after being struck on the head while unloading fertiliser from a ship moored at the port.

![Photo: Alan calvert](https://example.com/photo.jpg)

Still with some of her old Sanko funnel colours showing EASTERN FORCE arriving at Lyttelton to discharge petroleum product from Singapore. Photo: Alan calvert ©

Maritime New Zealand is investigating that incident, rather than WorkSafe NZ, because it occurred on a ship. Ritchie's nephew, Harley Ritchie, was also injured while working for a stevedoring company at Lyttelton Port on August 5 last year. His left leg was crushed after a chain gave way while he was unloading steel beams onto the wharf.

Ritchie, 22, said his injury and his uncle's death had left him questioning the level of training port staff received.

“There's not enough training. I got put through a 45-minute course. The course was just a video. They are hiring people pretty young down there. I have worked with people who are 18 and 19. That is too young to know about life let alone working on a wharf,” he said. Ritchie was “shocked” to hear of the incident at the depot on January 4.

"It is pathetic. Something needs to be done pretty quick. It is getting out of hand," he said.

Lyttelton Port of Christchurch chief executive Peter Davie said health and safety was the No 1 priority at the board's meeting last week. Several changes had been put in place since January 4, said Davie, from lowering the height of container stacks near the depot boundaries to "making sure stacks are well stacked".

LPC had also employed a health and safety manager to replace a manager who resigned about a year ago. The manager, an existing staff member, had been in his new role for about a month. "He will not be bored. Health and safety never ends. We are making progress and we have just got to keep working on it. We are not ducking away from the need to improve."

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US releases plan to make Arctic shipping safer

As Arctic ice melts away, opening the way for greater oil development and mining, the White House outlined a plan on Thursday to promote safety and security in the region by building ports, improving forecasts of sea ice, and developing shipping rules. With warmer temperatures leaving Arctic sea passages open for longer periods of the year, billions of barrels of oil could be tapped beyond what is already being produced in the region. A loss of seasonal ice could also allow greater exploitation of precious minerals considered abundant in the Arctic. Extreme weather conditions, however, make the region a challenge to navigate and develop. The White House plan was released on the same day that Royal Dutch Shell canceled drilling this year off Alaska, after a series of costly mishaps in the harsh conditions, as part of efforts to cut spending. The U.S. Defense Department will lead an interagency effort to forecast icy conditions by launching a satellite and improving analytic methods to forecast icy conditions.

The Department of Commerce, meanwhile, will lead coordination on surveying and charting of U.S. Arctic waters to ease shipping and improve adaptation to climate change in coastal communities. “Our highest priority is to protect the American people, our sovereign territory and rights and the natural resources and other interests of the United States,” said the plan, which is part of President Barack Obama’s National Strategy for the Arctic Region he announced last May.

In addition, the State Department will attempt to reach an agreement with Canada on the Beaufort Sea maritime boundary, and the Department of Homeland Security will lead work on developing an international code for ships operating in polar waters. Norwegian Ambassador Kare Aas welcomed the U.S. plan and said it would help Norway and the United States identify new areas for collaboration as both countries addressed the challenges and opportunities emerging in the Arctic region. Source: Malaya Business Inside
Denmark hosted a conference on e-Navigation last week

On 28-30 January, 180 navigational experts from 30 countries met on board the DFDS passenger ship M/S Pear Seaways to discuss the practical implementation of e-Navigation. “e-Navigation Underway 2014” had been arranged by the Danish Maritime Authority in cooperation with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), Danish Maritime Authority said in its press release.

Director General of the Danish Maritime Authority Andreas Nordseth opened the conference and welcomed the participants. In his opening address, he stressed the need for the maritime world to proceed from merely discussing e-Navigation to implementing it in practice. “e-Navigation is a technology that is not just a key to enhanced safety at sea, but that can also make a number of on-board administrative procedures more effective”, said Director General of the Danish Maritime Authority.

In connection with the conference, an agreement was signed between South Korea, Sweden and Denmark on the establishment of global test facilities for e-Navigation. On the Korean side, Vice-Minister Son Hae Jak took part in the ceremony, just as Sweden was represented by Peter Fyrby from the Swedish Transport Agency. “With this agreement, we are striving to develop e-Navigation by means of specific measures”, says Director General of the Danish Maritime Authority. Source: portnews

No leadership changes planned for Carnival brand, CEO Donald says

Arnold Donald Carnival Corp. CEO Arnold Donald indicated that he’s satisfied, for now, with the leadership at Carnival Cruise Lines, even as he has shuffled the executives running other Carnival Corp. brands.

In a conference call for news media that cover Carnival, Donald was asked if he expected any personnel changes at the company’s eponymous cruise line. Noting that he had been on the board of Carnival Corp. for 12 years prior to accepting the CEO job, Donald said, “I know the leadership team very well, and I’m proud to have the people leading
those areas they lead. I’m very proud to be associated with them, and I know we have the talent to exceed shareholders’ expectations ultimately.”

Donald said the executive changes made late last year, including the appointment of Alan Buckelew as COO of Carnival Corp. and Stein Kruse as CEO of the Holland America Group, were made mainly to boost teamwork between Carnival’s brands. “We now have such scale, we have over 100 ships, we have over $6 billion of expenditures — non-people and non-fuel — and to have all of that uncoordinated is clearly a missed opportunity,” Donald said.

On the revenue side, he cited 10 different customer satisfaction surveys and each brand doing its own market segmentation studies as potential targets for streamlining. In operations, Donald said port coordination among brands was needed so that small ships did not take up berths on a given day at a given port that could be used by larger ships.

“So our organizational changes were made to inspire natural collaboration and coordination and communications across those 10 brands,” he said. “In that context, could there be some changes in the future? Of course,” he said. “I’m sure there will be changes. But we are very excited about the talent we have.” Source: Travel weekly

Sea Shepherds lastest vessel the "SAM SIMON" departing Dunedin after bunkering and storing up for a voyage to the southern ocean to keep a watch over the Japanese whaling fleet Photo: Ross Walker ©

Nigeria: U.S.$3.8 Billion Egina FPSO Project Under Threat

The contract awarded to Samsung Heavy Industry and Lagos Deep Offshore Logistics by Total for the development of fabrication and integration yards for Egina and future projects is generating furore, bad blood and intrigue, and if not addressed could jeopardise the take off of the project. The matter may become subject of litigation as LADOL is alleging an underhand dealing by some powerful Nigerians to deprive it of its due share of the project.

But the major contractor, Samsung Heavy Industry, has said that it is acting on the briefs it got and the fact that the latter does not have the needed facility to carry out the project as planned.

Financial Vanguard investigation has shown that a memo from the State House Abuja dated 20th January, 2014 signed by the Senior Special Assistant to the President to the Minister of Transport and copied the Chief of Staff to the President, approved paragraph 2 i-iv of the prayers of an earlier letter sent to the President from the ministry.
The Ministry of Transport had asked the permission of the President thus, "that the FPSO project can be located at Agge, Bayelsa State, when the facilities to handle such operations are developed. In addition, the FPSO can be conveniently located at any dedicated oil and gas terminal.

"All Oil and Gas related cargoes must be handled only at the designated terminals as in the letter from BPE. Operators are, however, free to choose ports of discharge of their cargoes within the designated terminals at Onne, Warri and Calabar ports. Vessels coming to Nigeria with cargoes particularly oil and gas related cargoes, except petroleum products, must first go to the appropriate NPA/Concessed terminals to be cleared by Customs and other relevant authorities, terminal operators, shipping lines etc and to pay necessary dues/charges. In order to maintain transparency and promote healthy competition in the sector, all port development facilities under the jurisdiction of the Federal Ministry of Transport/NPA should be carried out in accordance with extant public procurement and infrastructure development laws and policies."

Financial Vanguard investigation showed that on the 16th of September 2013, "The Managing Director (MD), LADOL, through a letter dated 16th September 2013, which was received at the Presidency on the 25th of November, informed the president that it had finalised its joint venture with Samsung Heavy Industries Limited to build Africa's only fabrication and integration facility.

She further informed the president that "The fact that Samsung is partnering with a wholly owned indigenous Nigerian company sector to build this facility is a credit to this administration's effort of ensuring indigenous participation in the maritime and petroleum sector. Over the next two years, LADOL will be investing $350 million in the Lagos facility and an additional $150 million in a new facility in Agge, Bayelsa State; both facilities will create 100,000 direct and indirect jobs. She prayed the president to assist in ensuring smooth operation of its facilities in Lagos and Agge during the construction by directing relevant ministries to assist by:

"Allowing all vessels involved in the Egina project that need to call at LADOL to sail directly into LADOL to save cost, time and avoid double handling. LADOL already has approval to receive two international vessels each week. This waiver will only be for Egina project facility construction and operation period; assigning additional personnel as requested to their offices in the LADOL Free Zone to support the construction and operation of the facilities which will be carried out 24 hours a day and seven days a week; ensuring that project cargo not delivered directly into the zone be processed within 24 hours and transferred to the zone within the same time.

Any pending and or operations at LADOL in Lagos and Agge be fast tracked and approved as a matter of urgency; establishing a presidential oversight team to oversee the work being done at LADOL for Egina, harmonise efforts of the various government agencies and to ensure both compliance with government regulations and the smooth running of the construction and operation phases at LADOL".

Based on this request to the president, the Presidency asked for the view of the Minister of Transport on the issue. According to Financial Vanguard's investigation, in his comment on the request of LADOL: the Honourable Minister of Transport (HMT), through a letter Ref. No. T.0160/s.197/JA·7 dated 22nd November 2013, informed the president and said: "The Maritime Workers Union had, in June 2013, written the president and copied the ministry, protesting against the construction of proposed floating, production, storage and offloading (FPSO) in LADOL facilities in Lagos. The ministry had directed the Nigeria Ports Authority, NPA, to look into the matter.

"The NPA had observed among others, that it would not be technically and operationally possible to install a FPSO facility at the proposed location due to the width and draft of the Lagos channel which cannot accommodate the facility as a result of limited room for safe maneuvering." The ministry, it was gathered, "while considering NPA's observations reviewed the request from LADOL and concluded that it would not be technically and operationally safe to approve the construction of FPSO facility project in Lagos. However, the ministry will support and encourage the construction of the FPSO in Agge, Bayelsa State, being a green field which is with requisite draft and without any objection from NPA."

The memo signed by the Chief of Staff to the President said, "The basis of the claim of LADOL that approval has been granted to it to receive two international vessels a week is rested on the Federal Republic of Nigeria Official Gazette dated 4th December, 2008 wherein the effective date of the government notice is stated to be 27th September 2010. "However, the authenticity, and legality of the Gazette are in doubt for the following;

"The clarification issued by the Bureau of Public Enterprises (BPE), dated 10th July 2008 showed the types of cargoes designed for each concessioned terminal; the Nigeria Customs Service in December 2010 drew the attention of the Minister of Finance that the earlier approval given to LADOL to receive ships from foreign waters contravened provisions of Section 12 of the Custom and Excise Management Act (CEMA) Cap C. 45 LFN 2004 which states that such authority lies with the president."
“Consequently, the Minister of Finance in February 2011, advised the Ministry of Transport to obtain the explicit approval of the president to enable LADOL operate within the law as the Ministry of Finance had earlier in 2010 indicated support for declaring the LADOL Free Zone as a Deep Offshore logistics base with Apapa Pilotage District. The Federal Ministry of Justice had indicated, vide letter Ref No. S.I. 885 of 20th November 2013, among others, that "Government Notice No. 284 was irregularly issued and is ultra vires because of the unnamed Permanent Secretary who purportedly issued it." In addition, the law under which the designation was made was not stated. Furthermore, no person or authority took responsibility for the designation."

Last week, based on the emerging controversy, LADOL took Samsung Heavy Industry and its allies to court, over what it termed plots to exclude it from the juicy $3.8 billion Egina Oil platform project, which it jointly won late last year. Also joined in the suit at the Federal High Court before Justice Aneke on Friday, January 24, are, Total Upstream Nigeria Limited (Total), Nigerian Content Monitoring Board (NCDMB), and the Minister of Petroleum Resources. The $3.8 billion facility located 130 kilometers offshore was conceived by Total Upstream Nigeria Limited in collaboration with the Nigeria National Petroleum Corporation (NNPC), and is expected to take off by the end of 2017. The Egina platform will be the first of its kind in Africa with a projected production capacity of 200,000 barrels per day (bpd) and a storage capacity of 2.3 million barrels. In the proceedings which were issued for LADOL by Professor Fidelis Oditah, QC, SAN, LADOL seeks 19 relief against Samsung and other defendants, asking the court to make a declaration that a contract awarded by Total to Samsung on or about 15 March, 2013 for the construction and installation of a floating production storage and offloading unit (FPSO) at Total's Egina oilfield in oil mining lease (OML) No 130 in deep offshore Nigeria (the "Egina FPSO Project") is subject to the Nigerian Oil and Gas Industry Content Development Act 2010. Other relief being sought by the company includes a “declaration that the Egina FPSO Project contract was awarded by Total to Samsung on the basis inter alia of Samsung’s representations and assurances to the Nigerian regulatory authorities that Samsung would build and operate training facility in the LADOL Free Zone for the training and education of Nigerians. "A declaration that the Egina FPSO Project contract was also awarded by Total to Samsung on the basis inter alia of Samsung’s representations and assurances to the Nigerian regulatory authorities that Samsung would build and operate training facility in the LADOL Free Zone for the training and education of Nigerians. "A declaration that the Egina FPSO Project contract was bidded for and obtained by Samsung on the basis of a joint venture and/or arrangement between Samsung and LADOL for the development, construction and operation of an offshore fabrication yard and FPSO integration facilities in the LADOL Free Zone for the purposes, amongst others, of the Egina FPSO Project (Joint Arrangement). "A declaration that having bidded for and represented to the Nigerian regulators that LADOL was its local content partner and on the basis of the Joint Arrangement, obtained the award of the Egina FPSO Project contract; it is not open to Total and Samsung unilaterally to exclude LADOL from the execution of the said contract". LADOL, said to be the only wholly Nigerian indigenous oil and gas service provider, is further seeking a declaration that the purported exclusion of the company from the execution/performance of the Egina FPSO Project contract by Total and Samsung is a violation of the Act and consequently is of no effect whatsoever. Also being sought are, "an order, pursuant to section 68 of the Act, cancelling the Egina FPSO Project contract, on the basis that the purported exclusion of LADOL from the performance/execution of the Egina FPSO Project contract and Samsung's failure to build a training school in Nigeria (as it had promised it would) are a violation of the Nigerian National Content law." The company further wants a disqualification of Samsung from bidding for or participating in any capacity whatsoever in any projects, operations, contracts or subcontracts in the Nigerian oil and gas sector. Findings revealed that the collaboration between LADOL and Samsung began in early 2010, when Total announced its intention to begin the development of its Egina oilfield. Source: Vanguard / AllAfrica

19 Fishermen Detained by Sri Lankan Naval Personnel

Sri Lankan authorities have arrested 19 Indian fishermen and seized five boats when they were allegedly fishing in the country's waters. A total of 19 fishermen were arrested north of the Jaffna Delft islet late last night, Navy spokesman Commander Kosala Warnakulasuriya said here today. Warnakulasuriya said Indians were arrested as they had entered Sri Lankan waters defying recent agreements reached at talks between both the countries. They have been brought to...
the Kankesanturai port, he added. The Navy official said the latest arrest has raised the number of Indians in Sri Lankan captivity since the talks to 57.

In Tamil Nadu, officials said the fishermen were part of a group of about 4,000 fishermen who had put out to sea last night from the coastal town of Rameswaram and Jegathapattinam and Kottaipattinam hamlets.

The officials said the Sri Lankan naval personnel came in three boats and detained the fishermen, who were fishing near Katchateevu islet. The naval personnel also cut the fishing nets of 20 boats and took them away, they said.

During a meeting last month, External Affairs Minister Salman Khurshid and his Sri Lankan counterpart G L Peiris have agreed that the two sides would remain engaged to ensure that fishermen on both sides can continue to pursue their livelihood in a safe, secure and sustainable manner. The detained fishermen were among 4,000 fishermen who had put out to sea in about 1,000 boats.

Additional Director in charge of the Fisheries Department, Kottaipatinam, Thiruvanavakarasu, said the naval personnel later handed over the fishermen to police in Kankesanthurai. A report from Rameswaram said a court in Sri Lanka ordered remand of the 19 fishermen till January 14. S Armstrong Fernando, a representative of the fishermen and also 'Pamban Nesakaranikal Trust' president, said the fishermen were produced in court at Oorkaval Thurai today and that a magistrate remanded them till January 14. All the fishermen have been lodged in a prison in Jaffna, he said.

Oldest working lifeboat to brave seas again

The historic Hokitika lifeboat Countess, which served the local port from 1886, was brought out of storage last week in preparation to take to the water again. The 128-year-old boat, the oldest New Zealand-built lifeboat still in working order; was washed down and checked for holes by a group of volunteers who want to return the kauri vessel to the Hokitika River as part of the town's 150th centennial celebrations, in December.

Marine enthusiast Max Dowell, who obtained ownership of the locally-built Countess on behalf of the Hokitika Museum and the community in 2001, said they wanted to recreate the landing of government agent William H Revell, who
landed at the end of Revell Street and founded the town on December 20, 1864. Heritage Hokitika president Bernard Preston said they would begin a campaign soon to seek actors for the demonstration. They were also hoping to source another two oars, at least 12ft-long, that could be used on the day. The lifeboat has been housed in a purpose-built shed on Gibson Quay for the past 12 years. The building and boat restoration was a Heritage Hokitika project led by Mr Dowell and was opened in 2002 by then Governor General Dame Sylvia Cartwright. After being decommissioned from the Hokitika port the Countess was converted to a motor launch for the tourist trade on Lake Mahinapua. It then spent many years in the ownership of the Ross family, who used it up until 1972 at Lake Kaniere until the Parks and Reserves Department ordered the removal of all lakeside boatsheds. Source: The Hokitika Guardian

One child dead, another hurt at Norwegian Breakaway cruise ship pool

A 4-year-old child apparently drowned and a 6-year-old was seriously hurt Monday in a swimming pool on a Central Florida-bound cruise ship, authorities said. "We are extremely saddened to report that a tragedy occurred on board Norwegian Breakaway this morning," the cruise line said on its Facebook page.

Both children were found unconscious in the pool about 11:30 a.m., said Petty Officer Adam Sansoucie of the U.S. Coast Guard in North Carolina. The accident happened about 35 miles east of Cape Lookout. The older child was revived with cardiopulmonary resuscitation and flown by Marine Corps helicopter to Carteret General Hospital in Morehead City, N.C., accompanied by his grandmother and a ship nurse, authorities said.

The younger child died onboard the ship. "We extend our deepest sympathies to the family during this extremely difficult time and are providing full assistance and support," the cruise line said on Facebook. "The family is in our thoughts and prayers and we ask that you please keep them in your thoughts and prayers as well."

The Breakaway, which is decorated with Peter Max art, is based in New York City and sails to the Bahamas with a weekly stop in Port Canaveral. It is scheduled to make a call Tuesday at the Brevard County port. A 6-year-old Winter Garden boy, Qwentyn Hunter, drowned in October on the Miami-based Carnival Victory.

In March, a 4-year-old Minnesota boy, Chase Lykken, nearly drowned on the Disney Fantasy while it was docked at Port Canaveral before a cruise. He remains severely disabled. Source: Orlando Sentinel

Boskalis subsidiary SMIT Salvage awarded jack-up platform removal contract

Royal Boskalis Westminster N.V. (Boskalis) subsidiary SMIT Salvage has been awarded a contract to remove a damaged jack-up platform from the seabed offshore Angola. Including the award of this contract, SMIT Salvage has acquired approximately USD 70 million of work year to date, the company said in its press release.

During its installation near a pigging platform in July 2013, the platform suffered a punch-through and subsequently rolled over and sank to a depth of 30 meters. This contract follows extensive site surveys and other preparatory activities carried out by a Boskalis survey team and by SMIT Salvage last September.

SMIT Salvage will remove the hull, legs and other components originating from the jack-up platform for which it will mobilize a diving support vessel, a work barge, anchor handling tugs and specialized equipment. Following the receipt of the required permits the salvage operation is expected to commence in the second quarter of 2014.

With a vast expertise built on 170 years of experience SMIT Salvage is synonymous with total commitment in the challenging field of sustainable marine emergency response and wreck removal. SMIT Salvage is a wholly-owned subsidiary of Boskalis. Source: PortNews
NAVY NEWS

HMCS Toronto Gets New Engine
Process Handled with Finesse by Fleet Maintenance Facility Team

While unexpected challenges at sea are a reality that every sailor must face, the ship's company of HMCS Toronto encountered a significant issue with the main propulsion engine, which required complex repairs. As a testament to the Canadian Armed Forces' unrelenting commitment to maintaining mission success and operational capability, the Royal Canadian Navy (RCN) proceeded to conduct the repairs while the ship was still on deployment, leading to a first-time achievement of its kind. Since February 2013, Her Majesty's Canadian Ship (HMCS) Toronto and her crew have been diligently monitoring the reaches of the Arabian Sea as a part of Operation ARTEMIS, the Canadian Armed Forces' current participation in counter-terrorism and maritime security operations. Throughout this period, the ship and her crew have helped to locate and destroy thousands of kilograms of illegal narcotics.

In October, HMCS Toronto suffered major non-combat related damage to one of three main propulsion engine enclosures. The post-damage investigation determined that the engine was no longer operational and needed to be replaced. Given the ship's mission commitments and the unrelenting persistence of her crew, a decision was made to replace the engine and conduct all required repairs during the ship's scheduled maintenance period. To support the required repairs and engine replacement, 25 personnel were sent to the Middle East. The team, consisting of a joint group of military and civilian tradespersons from the Fleet Maintenance Facility Cape Scott of Canadian Forces Base Halifax, supported by representatives from General Electric, the engine's manufacturer, worked tirelessly alongside ship staff to complete all necessary work, marking a significant milestone.

For the Royal Canadian Navy (RCN), the repairs represented a first-ever challenge of such magnitude and complexity to be executed in a foreign country. Unlike an airplane, where the damaged gas turbine can simply be lowered and the replacement be lifted in its place, a shipboard engine replacement is a significantly more complex endeavour.

Not only did the engine have to be manoeuvred within the tight confines of the vessel, the damaged engine had to be extracted 40 feet in the air through the ship's structure, with the new engine being returned via the same path. The repair was further complicated by some damage that was sustained to larger components of the engine's exhaust.
system. Nevertheless, the professionalism, expertise, and tenacity of the Fleet Maintenance Facility (FMF) team and all partners involved helped lead to a successful repair. The team responsible for this effort is a far ranging one, that in and of itself speaks to the complexity of this undertaking. It includes, but is not limited to, the planners, movers, operators, logisticians, and engineers integral to the RCN, Canadian Joint Operations Command, Maritime Component Command, Joint Forces Air Component Command, and Assistant Deputy Minister (Material) -- all enabled by a host of other significant key players, including the men and women of HMCS Toronto.

In the end, the joint team performed brilliantly, completing in three weeks a highly-complex job that was estimated to take four weeks. The amazing turnaround was due to the Herculean effort and outstanding cooperation between the ship's staff, the FMF team, General Electric, and the support of all other partners -- who worked diligently behind the scenes to ensure that the necessary preparations were in place for the repair to be possible and who also managed the entire process that led to its success. The engine was replaced, trials were conducted and HMCS Toronto was restored to full operational capability, able to continue its mission on Operation ARTEMIS. Source: Defence Watch

A Dutch heavy lift ship left Kaliningrad on February 3, carrying the second Russian-built Kilo-class submarine to a naval base in Vietnam. Vietnam receives second Kilo-class sub this month

The submarine, named HQ-183 Ho Chi Minh City, was built at Admiralty Verfi Shipyard in St. Petersburg.
Due to harsh weather conditions in St. Petersburg, the naval diesel-electric submarine was loaded on to the Dutch heavy lift ship at Kaliningrad’s Yantar shipyard instead of Admiralty Verfi. The loading was supported by two tug boats and a canoe.

The Dutch ship is now travelling to the Baltic Sea and then to Vietnam. It is scheduled to dock at Cam Ranh Port in one and a half months. Vietnam and Russia signed a document verifying the result of the vessel’s technical tests at the Admiralty Verfi Shipyard on January 16. This is the second of the six Kilo-class submarines Vietnam is purchasing from Russia under a contract signed in 2009.

The first submarine, dubbed HQ-182 Hanoi, was delivered to Vietnam in November 2013. It was transported to Cam Ranh Port on December 31, 2013 and successfully made its first maiden voyage on January 8, 2014. The third vessel, named HQ-184 Haiphong, was launched in Russia on August 28, 2013, and will be delivered to Vietnam this year.

Source: Vietnam Net

Indian Navy orders probe into warship running aground

An amphibious warship of the Navy was damaged when it ran aground off the coast of Vishakhapatnam last week, after which an inquiry has been ordered to ascertain the reasons for the mishap. This was the eighth incident involving a Naval warship since the sinking of the submarine INS Sindhurakshak in Mumbai harbour in August last year in which all 18 personnel on board were killed.

The Magar-class Landing Ship Tanker ran aground off the coast of Vishakhapatnam last week and suffered damages. An inquiry has been ordered to probe the incident by the Navy, sources in the Navy said. A Navy spokesperson refused to comment on the issue. The LSTs are used by the Navy for amphibious warfare. Only two ships of the class were designed and built by Hindustan Shipyard Limited in partnership with the Garden Reach Shipbuilders and Engineers.

The ships are stationed at the naval base in Vishakhapatnam. They can operate two medium-lift helicopters, which are primarily meant for “inserting” a small team of Special Forces (marine commandos). There have been several incidents in the recent past soon after Navy Chief Admiral DK Joshi claimed that the force's record in terms of safety was "not that bad" when compared to other navies in the world.

After the sinking of the INS Sindhurakshak, the Navy has faced several mishaps including one in which the INS Betwa was damaged after probably hitting some underwater object.

The INS Sindhughosh, another Kilo Class submarine, had a close shave after it entered the Mumbai harbour in a low tide phase. India's leading minesweeper, the INS Konkan that was undergoing repairs in Vizag, caught fire and suffered major damage to its interiors. The Pondicherry-class minesweeper was getting a refit at a dry dock when the incident occurred.

In another incident, a 30-mm gun on ICSG Sangram, a patrol boat undergoing a refit at the naval docks in Mumbai, fired accidentally. The shell pierced the Naval headquarters building damaging a few offices. Following this, the INS Tarkash a Talwar-class frigate which has conducted several overseas missions hit the jetty while berthing at the Mumbai naval base. Its hull was badly damaged. Late at night on December 23, the Navy suffered a major embarrassment after the INS Talwar collided with a fishing vessel 10 miles off the coast, injuring many.

The 27 people aboard the fishing vessel had to be rescued after it sunk. A fault on board the INS Vipul, a Veer-class corvette that recently underwent repairs and refit, has also come to light. The warship, sources said, was sent back for repairs after a breach was discovered during sailing. Source: ZeeNews
Bulgarian sacked shipbuilders continue protests

Workers from the Burgas Shipyards AD company, who were laid off at the end of last year, continue to protest. Veselin Kabov, former marketing head at the company, announced the news for Radio FOCUS – Burgas.

The demonstrations in February will be staged on Tuesday and Thursday from 11 a.m. to 12 at noon in front of the bank, which is the biggest creditor of the shipbuilding company. Mr Kabov also said a representative of a German firm dealing with design of marine vessels had stated a recovery plan for the company could be worked out. The workers hope the Ministry of Economy and Energy and other institutions would cooperate so that the plan could be realised.

Source: Focus-Burgas

Asry signs deal with Solas Marine

Bahrain’s Arab Shipbuilding and Repair Yard (Asry) has announced the signing of a service agreement with Solas Marine Services Group, which expands its range of in-yard services and also brings new business opportunities to the kingdom. Under the agreement, Solas will build a 2,000 sq m service centre for life boats, life rafts and firefighting and life-saving appliances in Asry, reported the Gulf Daily News, our sister publication.

The project will commence in March and is expected to be completed in four to six months. The term of the agreement is five years.

Asry already has a leading line-up of in-yard workshops, and is investing in even more third-party set-ups in the yard, with a view to maintaining its reputation as a one-stop solution for all marine repairs, said the report.

Asry chief executive Nils Kristian Berge and technical resources and business development general manager Magdy Moustafa signed the agreement with Solas Marine Services Group general manager Sanjay Prabhu. Berge said the agreement had been concluded under the guidance of the company’s chairman Shaikh Daij bin Salman Al Khalifa.
Shaikh Daij is driving the company’s initiative to diversify income through partnerships with major international companies. Moustafa said the agreement was the first of a series planned for roll out this year. On the new agreement, Prabhu said: “Solas will offer its services to the local market as well as Asry customers, contributing to the national income of Bahrain and further boosting training and employment opportunities for Bahrain is.” Source: TradeArabia News Service

ABG Shipyards delivers oceanographic research vessel

**Acquisition of new vessel will provide NIO with new dimensions in the field of Oceanographic research**

ABG Shipyards has delivered an indigenously built oceanographic research vessel called ‘RV Sindhu Sadhana’ to CSIR - National Institute of Oceanography. The acquisition of the new vessel will provide the NIO with new dimensions in the field of Oceanographic research, the shipbuilding company said in a release today.

Measuring 80 meters in length and having a gross register tonnage of 4,154 tonne, RV Sindhu Sadhana's detailed design was undertaken in-house. The vessel has a crew of 28 persons and can accommodate a team of 29 scientists, in modern modular accommodation. The ship has the capabilities to operate in extreme environmental conditions and undertake complex research activities at water depths of up to 6,000 meters. ABG is also building Diving Support Vessel for Halul Offshore (Qatar), Three Cadet Training Ships for Indian Navy and Pollution Control Vessel for Indian Coast Guard. Source: Business Standard

**ROUTE, PORTS & SERVICES**

**One dead, 13 injured in accident at ferry terminal**

A fatal accident involving a truck has claimed the life of a Belgian national, leaving 13 others injured Sunday morning at the Banjul Ferry Terminal, The Point has reliably learnt. The victim, who could not be identified at the time of going to press, lost his life when the truck was disembarking from the Kanilai ferry, during which the driver reportedly lost control.

Thirteen others, who sustained injuries, were rushed to the Edward Francis Small Teaching Hospital in Banjul. When contacted, ASP David Kujabi, spokesperson of the Gambia Police Force, confirmed the incident, and said the police are looking into the matter. Asked about the fate of the truck driver, ASP Kujabi said he is currently helping the police in their investigations. Source: THE POINT
Stanford Hawk Secures a 5 year Contract with Total E&P in Angola

Stanford Marine, a leading regional offshore marine business, announced from its Dubai headquarters that it has secured a 5 year contract with Total E&P Angola for Stanford Hawk, the latest addition to its fleet.

Total E&P Angola (“TEPA”) awarded Stanford Marine a 5 year contract, with two 2 year options, scheduled to commence by the beginning of February 2014. The Stanford Hawk will be supporting the process and storage activities of TEPA, by transporting personnel and cargo, as well as assisting in safety standby duties. Stanford Marine’s GM, Darren Reeves, said ‘Having the Stanford Buzzard, an 87m PSV, in East Africa and now the Stanford Hawk in West Africa allows us to strengthen our presence on the continent and provides a platform to deploy more vessels in the region, if the right opportunity arises.’

Built by Fujian Mawei Shipyard in China, the 75 meter Stanford Hawk is a DP2 diesel electric Platform Supply Vessel (“PSV”) with a deadweight of 3300 ton, a FiFi 1 notation and spacious accommodation for a maximum compliment of 52 persons onboard. With an open deck area of 700m2 and the support of 5t crane, Stanford Hawk is capable of carrying approximately 1750 ton of cargo on deck. The vessel has under deck capacities of 1287m3 of fuel, 800m3 of fresh water, 1538m3 of water ballast, 497m3 of brine and 230m3 dry bulk tanks. Propulsion comes from four Cummins generators each rated at 1800kw, delivering a maximum speed of 14 knots. Installed with DP state-of-the-art Kongsberg K-Master, the vessel has the following reference systems: 3 x Gyro compass, 2 x DGPS, 1 x Cyscan, 1 x radius, 3 x wind sensors and 3 x VRUs.

PX 121 MODEL FOR SINGAPORE MARITIME ACADEMY

James Pang (MD, Commercial & Business Development - Pacific Radiance) presented the PX121 ship model to Roland Tan (Director, Singapore Maritime Academy) on 28 Jan 2014. Hope this model will further stimulate the interest of cadet in the advance technology application in Offshore Support Vessel. By : EY Kuet
Taiwan gives US$747, 692 for procurement of ferry engines!

The government of the Republic of China (Taiwan) through its Banjul Embassy Thursday presented a cheque in the sum of US$747,692 to the government of The Gambia for the procurement of three new ferry engines, namely; Barra, Kanilai and Farafenni. Held at the Office of the Secretary General and Head of the Civil Service, who is also the minister for Presidential Affairs, at State House in Banjul, the presentation was a part payment of US$1.5M designed for the procurement of 12 new engines for The Gambia Ferry Services.

Presenting the cheque on behalf of the Taiwanese government, Samuel Chen, the Taiwanese ambassador to The Gambia, said the new ferry engines are German-made and would be available soon. He dilated on the economic significance of ferry transportation in any country, noting that the current ferry engines are very old. He also recalled a personal experience when he travelled with them to other parts of the country.

“It is good to change the engines for security reasons and that is why the government of Taiwan deemed it necessary to support the government of The Gambia,” he said, while using the opportunity to wish every Gambian a happy Christmas and New Year in advance. Dr Njogu Bah, the secretary general and head of the Civil Service, who is also the minister for Presidential Affairs, who received the cheque for onward delivery to the GPA, described The Gambia and Taiwan as developing partners with common values. “These two countries stand by each other and would continue to do so,” he said, adding that the intimacy between Banjul and Taipei shows a true cordial relationship.

He also spoke about the significance of ferry transportation, saying it is the wish of the president to see reliable and safe ferries. “The problems of these ferries are the engines and once we get the new ones, reliable and safe transportation will be restored,” he further remarked. The Presidential Affairs minister used the opportunity to apologise to Gambians for the difficulties they have been encountering while travelling via the ferry services. “We all know the conditions of the ferries and we are also aware of how concerned the president is for the welfare of the citizens of this country,” he stressed, assuring that the problems will be solved soon.

Source: observer.gm

Otto Marine disposed two vessels for USD30 million

Otto Marine Limited announces that charterers, Go Marine Services (M) Sdn Bhd through the assignment of the original contract to its wholly owned subsidiary, Workboats 1 Limited, executed its purchase obligation for the two vessels for an aggregate sum of USD30 million. The Group's wholly owned subsidiary, Koi Marine Limited was the other party to the contract with the Charterers. Workboats 1 Limited is a company incorporated in Labuan. The Vessels are two 61m Work Maintenance Vessels are called “SEASAFE SALVO” and “SEASAFE SUPPORTER”. The purchase obligation price of the vessels paid by the purchaser was USD30.0 million, the company said in its press release.

As announced on 30 September 2013, the vessels were chartered by Koi to the charterers with a purchase obligation at the end of the charter period. As a result, the vessels had already been physically delivered to the buyers subject to the execution of the purchase obligation and receipt of Purchase Consideration by Koi. The execution of the purchase obligation has been completed. Source: PortNews
MIT SUD new agent for BigLift Shipping in Spain

BigLift Shipping and MIT SUD are pleased to announce the appointment of MIT SUD as exclusive agent for BigLift Shipping in Spain. The combination of BigLift’s state-to-the-art heavy lift fleet and the experience and long track records in the heavy lift market of both BigLift Shipping and MIT SUD offers a reliable solution for the demanding Spanish market.

Arne Hubregtse, Managing Director of BigLift Shipping: “We look forward to cooperating with MIT SUD to serve the Spanish market even better and to offer the Spanish clients BigLift’s well-known high quality service.”

Pablo Parra, Director of MIT SUD: “We are extremely proud to represent BigLift in Spain and we are confident of the support of all our clients to match this exciting challenge.”

BOEKBESPREKING

Door : Frank NEYTS

“Van Zee”.

Bij Auk Boom Producties verscheen het boek ‘Van Zee. Maritieme Portretten’. Samensteller is Fred Boom. Fred Boom heeft zich in de afgelopen jaren een prominente plaats verworven tussen de maritieme schilders. Zijn schepen ploegen door woeste golven, spiegelen zich, ten anker liggend, in het water van tropische gebieden of liggen zwaar aan hun merk in de havens. Containervaart komt op Fred Boom’s schilderijen amper voor, hoewel...


Door middel van schetsjes, teksten en foto’s legt Fred Boom uit waarom hij een bepaald schilderij maakt en geeft daarmee het schip op de afbeelding de sfeer die de zeeman er in zal herkennen. In het voorwoord omschrijft Ed Sarton, voorzitter van het Koninklijk College Zeemanshoop, het als volgt: “Fred Boom slaagt er in met zijn scheepsportretten het wezen van het schip te raken. Daardoor stijgt hij uit boven de statische afbeeldingen die scheepsportretten vaak zijn. Je bent verbaasd dat je de geur van de havens niet ruikt.”

‘Van Zee. Maritieme Portretten’ (ISBN 978-90-78006-03-9) werd als hardback uitgegeven en telt 96 pagina’s, geheel full colour. Het boek kost 29.90 euro. Aankoop kan via de boekhandel, maar ook rechtstreeks bij de uitgeverij, Auk Boom Producties, tel. +31(0)75-6401440 of via e-mail: vanzee@aukboom.nl

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…. PHOTO OF THE DAY ….
The **MAERSK CHIGNECTO**, spotted on 2-11-2013 in the Dantysk Windfarm field in the Northsea, delivering goods to the **SEAFOX 5** - Photo : Cor Draijer ©