



Number 342 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 08-12-2014  
News reports received from readers and Internet News articles copied from various news sites.



164 mtr long SNAV ADRIATICO operating under the brand Ferry Xpress Panama is a ro-ro ferry owned by SNAV. Previously was owned by Stena Line and operated on the Karlskrona - Gdynia route. She was built in 1986 by Van der Giessen de Noord in the Netherlands under yard number 935 as KONINGIN BEATRIX for SMZ. In 1989 she passed under Stena Line's ownership and in 2002 was renamed STENA BALTICA. In 2013 she was sold to SNAV. On October 23<sup>rd</sup> 2014 SNAV leased the ship to Panamanian company Ferry Xpress Panama to start operations at the route Colon <> Cartagena above the ferry is seen arriving in Cartagena (Colombia) Photo : Franky Moens ©

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## EVENTS, INCIDENTS & OPERATIONS



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## Vroon orders additional livestock carrier



**Vroon** has recently placed an order for a seventh newbuilding livestock carrier, to be constructed at the Cosco Shipyard in Guangdong, P.R. China, the company said in its press release. Four of these revolutionary, newbuilding livestock carriers have already been delivered to the company and are all trading successfully. Two vessels (**Gloucester Express** and

**Greyman Express**) will be delivered during 2015, with the seventh vessel scheduled for completion in 2016. These livestock carriers are "next-generation" livestock vessels, boasting a cargo capacity of approximately 4,500 sqm and a cruising range of around 18,000 NM. They are fitted with animal-welfare facilities exceeding Australian (AMSA) regulations and incorporate a revolutionary bow design that will ensure fuel savings while maintaining high speeds and maximum comfort for cargo and crew. The seventh livestock carrier is already chartered to one of the major Australian livestock exporters under a tailor-made charter agreement, which will commence as soon as the vessel is delivered to Vroon. Source : PortNews

## Testproject met nieuwe antifouling zorgt voor doorbraak scheepvaartindustrie

Een testproject van het Nederlandse bekroonde bedrijf **Micanti**, in samenwerking met **Damen Shipyards Group** en **Havenbedrijf Amsterdam**, heeft uitgewezen dat **Thorn-D® antifouling folie** aantoonbaar beter presteert in vergelijking met de gebruikelijke antifouling. Het testproject, dat anderhalf jaar geleden van start ging, is hiermee een kostenefficiënte en milieuvriendelijke doorbraak voor de scheepvaartindustrie. Bij het testproject zijn twee identieke zusterschepen (**Damen Stantug 1907**) behandeld met een antifouling folie. De **CASTOR** werd behandeld met een antifouling van een bekende verfproducent. De **POLLUX** werd behandeld met het nieuwe antifouling folie, **Thorn-**

D®. Beide schepen voeren de afgelopen periode op lage snelheid onder de zelfde omstandigheden en het zelfde water. “We hebben de snelheid gemeten ten opzichte van het zusterschip **CASTOR** bij oplevering en na anderhalf jaar. We hebben geen enkel verschil gezien ten opzichte van de nulmeting van het zusterschip,” aldus **Willem Spoelstra**, manager bij de Nautische Divisie van Havenbedrijf Amsterdam. “Op dit moment is het brandstof verbruik exact hetzelfde als bij de oplevering van de **CASTOR**. Bovendien is **Thorn-D®** 100% milieuvriendelijk, hetgeen essentieel is om onze milieudoelstelling te halen.”



Traditionele antifouling werken alleen als het schip vaart (zelfslijpende coatings). Thorn-D® is een fysieke barrière en heeft geen beweging nodig om werkzaam te zijn. Spoelstra: “Toen ik het Micanti team voor de eerste keer sprak, was ik sceptisch over het gebruik van vezels ter voorkoming van aangroei. Ook verwachtte ik meer weerstand onder water en een hoger brandstofverbruik door de vezels in vergelijking met de bekende gladde coatings. Dit bleek echter niet het geval. **Thorn-D®** folie doet wat beloofd werd door **Micanti**: het weren van aangroei zonder extra weerstand onder water door de vezels.” Traditionele antifouling hebben een zeer beperkte levensduur, doordat de giftige stoffen in de verf oplossen in het water. **Dr. Ir. Rik Breur**, uitvinder van het vezelfolie, legt uit: “Doordat

**Thorn-D®** een fysieke barrière is tegen aangroei, heeft het een veel langere levensduur dan traditionele antifouling waarvan de werking na zes maanden al aantoonbaar minder wordt. De vezelfolie gaat gegarandeerd vijf jaar mee.” Aangroei leidt tot een toename van de onderwaterweerstand en daardoor tot een stijging van de brandstof kosten. De onderwaterweerstand van Thorn-D® is onder meer getest bij onderzoeksinstituten als TNO, TU Delft en het MARIN en eveneens in de praktijk op schepen. De algehele conclusie is dat Thorn-D® vezels geen extra weerstand creëren door een verandering in de hydrodynamische stromingsprofiel. Kijk voor meer informatie over de werking van Thorn-D® [naar de animatie van 75 seconden](#).

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## Tanker floating storage plays could come into play if VLCC rates stay at current level

Contango: A phenomenon in commodities futures price curves where the delivery price of a futures contract is greater than the current price. With that definition out of the way, it's worth taking a look at potential tanker storage plays in the light of the latest demise of oil prices, one not seen after the super-contango on both the Brent and West Texas Intermediate (WTI) forward curves of the 2008 markets' crash. According to a recent report from Mcquilling Services,

“ubiquitous bullish sentiment developed as the price bottom was established and the contango steepened. Both onshore and offshore storage plays were profitable during the super-contango of 2009 as the depth of the curve left plenty of profit potential” Mcquilling had looked into contango plays at the end of September. As it states, “when the first note was released, the Brent front month futures contract was trading at US \$97.63 and WTI was trading at US \$91.70, in the upper range of a multi-year rally. During this time, the Brent curve had moved into contango producing a flurry of speculation about the formation's bullish effect, which led crude oil stakeholders to scrutinize the market for storage opportunities. Since the release of the first note, both Brent and WTI have experienced steep price declines. Comparing the 2009 and September 2014 contangos illustrates a couple of key conditions that were absent in the September contango. The first and most important consideration is the depth of the contango. In 2009, the forward curve was steep enough to cover associated storage and carrying costs. A storage play could have been implemented in 2009 based purely off the market contango regardless of future price direction. Crude oil could have been purchased in the spot market and simultaneously sold in the futures market at a profit. The September 2014 contango did not provide enough future premiums to hedge the exposure at a profit”, said Mcquilling. It added that “second, the price level at which a contango forms is a critical consideration. In 2009, the contango took shape after a meaningful sell-off as markets recovered from the 2008 economic collapse. As the global economy recovered, so did crude oil demand. From the bottom of the collapse, abundant upside potential encouraged traders to consider storage plays. In contrast, the September 2014 contango formed towards the top of a multi-year price range amidst a period of oversupply and decreasing demand. As global crude oil production outpaced demand, crude oil surpluses amassed and Brent and WTI prices fell. An unhedged storage play implemented in September would have yielded extremely poor results. Both Brent and WTI have continued to weaken since September as a result of the global oversupply of crude oil. On November 27, 2014, the Organization of Petroleum Exporting Countries (OPEC) members met to debate whether to cut production to steady prices or to maintain production output to marginalize US shale production. OPEC decided to maintain its production ceiling for 2015 forcing Brent and WTI to the lowest price levels since July 2009. Both Brent and WTI are now in contango and, if history repeats itself, traders will be looking for storage opportunities. By applying the lessons learned from the September contango, we evaluate the current contangos to determine if floating storage plays make sense under current market conditions”, it noted.

- Carrying Cost Assumptions
- European Interest Rate Blend: 1.88%/yr
- VLCC Capacity: 2,000,000 barrels
- VLCC One-year Time Charter: US \$31,500/day
- Price of Crude: US \$70.00/barrel
- Total Carrying Cost One-year Time Charter: US \$0.58 per barrel month

According to Mcquilling's analysis “neither Brent nor WTI are presently showing enough of a future premium to front month prices to justify implementing a floating storage play. We assume the average blended cost per VLCC on a one-year time charter at US \$31,500/day. The cost of carry per barrel per month utilizing a one-year time charter amounts to US \$0.58 per barrel month. WTI has been trading at a sharp discount to Brent this year because of increased North American production and decreasing foreign imports. Less US reliance on foreign crudes has created a price polarity between the two benchmarks. December 2016 Brent is trading at a US \$8.61 premium to January 2015 while WTI is producing only a US \$5.17 premium through the same period. We have been monitoring the Brent/WTI spread since the beginning of the price decline in July and have identified a strong correlation between falling prices and a tightening Brent/WTI Benchmark spread. From a high near US \$11 in July, the spread traded down to US \$3.11 on November 11, 2014. Regression analysis on the price data yields an 80% correlation between falling prices and a tightening spread”. Mcquilling concluded that “the relative price level at which these current contangos exist does fit the criteria for considering storage plays. In the 2009 super-contango, the curve first flattened before moving into steep contango. Once the bottom was put in 1Q 2009, the back of the curve strengthened and storage plays moved in-the-money. Over the past five months, both benchmarks have lost approximately 35% of their value. If demand is perceived to improve after the bottom of the sell-off is put in, a similar strengthening of the back of the curve may emerge making floating storage plays feasible again. While floating storage is not economically feasible based on the current contangos in Brent and WTI, floating storage may be in play if one-year VLCC time charter rates remain at current levels and the Brent curve stiffens as a result of perceived future demand growth or supply constraints. It is unlikely that the WTI contango will yield a strong case for floating storage due to the isolationist nature of the US crude oil supply market. The price polarity between Brent and WTI further proves the point that not all contangos are created equal”, the analysis concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

## Customers told G6 to skip Los Angeles port call, citing congestion

THE G6 Alliance will drop eastbound calls at Los Angeles on one service for four weeks, starting January 1 because of harbour congestion, reports Newark's Journal of Commerce. The eastbound Pacific Atlantic service, known as Pacific-Atlantic 1, will call at the Port of Oakland and then sail to Balboa, Panama, said a customer advisory from APL, a G6 member with Hapag-Lloyd, MOL, NYK and OOCL "We regret any inconvenience caused and seek your understanding on this necessary move to avoid impact to the overall schedule integrity and reliability of the PA1 service," said the notice.

Source : Asian Shipper



The 2007 built 254 mtr long **SPRIT OF SHANGHAI** (ex Bahia Castillo) arrived from Panama in Cartagena and is seen outbound from Cartagena last Saturday **Photo : Franky Moens ©**

## US-flagged Maersk Line Limited to end unprofitable transpacific loop

MAERSK will close its TP5 US-flag service offered by American-crewed **Maersk Line Limited** ships from January 15 in a programme to eliminate unprofitable transpacific services. Maersk Line Limited will also end its eastbound Taiwan Express slot-swap agreement with Evergreen on December 31, reports Newark's Journal of Commerce.



Top : the **SEA LAND CHAMPION** inbound in Melbourne Under its previous name this ship called in November 2006 as a peak-season extra-loader on the North Asia-Australia run and now it is back, covering for **MAERSK GIRONDE** on the same service (spotted idle in Singapore by many recent Tiger Tourists, and with its main engine reportedly still in pieces). When **SEA-LAND CHAMPION** called in 2006 it was under the British flag and its name was actually **SEA-LAND CHAMPION**. Between then and now it has done time under the USA, Dutch and now Hong Kong flags and has lost its hyphen. It now sports '**Maersk Line**' on the hull rather than '**Maersk Sealand**'. It is also considerably rattier.

**Photo : Dale E.Crisp ©**

The termination of five older panamax containerships running from north Asia to Los Angeles is not a big cutback in the glut of transpacific TEU capacity. The five vessels are old 4,300-TEU Sea-Land ships and one is chartered from

Maersk's 2M alliance partner, the **Mediterranean Shipping Co (MSC)**. The termination will significantly reduce Maersk Line's existing service capacity to North Asia. It plans to fill the void in part by covering ports in the region with calls made by the new 2M Alliance. Maersk Line will begin a new TP5 service with reduced capacity covering Yokohama and Busan on January 16. It also plans to offset the cut in US-flag capacity by buying slots on APL's US-flag services to those markets. Klaus Rud Sejling, head of Maersk east-west trades, declined to say whether Maersk Line is making money in the transpacific, but did say overcapacity has led to "loss-giving" rates on long-term contracts and "very challenging" profits on inland business. Although transpacific spot rates have held up better than in the Asia-Europe rates, much of Maersk's business is under long-term contract, the proceeds of which Mr Sejling found "completely unacceptable." The average freight rate for shipping an FEU from Asia to the west coast under annual contracts was said to be well below the US\$2,000 break even point. **Source : PortNews**



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## DE RUYTER LUNCH SUCCESSFUL



Last Friday was the last day of the OSEA 2014 in Singapore and also the day for the networking lunch for the Dutch speaking maritime community located in and around Singapore, due to the



OSEA more guests than normal appeared at the **Hollandse Club** for



networking and a good plate with Nasi with Sate, the lunch was sponsored this time by **SWTS**, formerly known as

Siemens Westinghouse Technical Services, is a technical services provider, specialising in electrical, electronic and mechanical repair and maintenance services. The company also provides designing, engineering; packaging, installing, testing and commissioning of bespoke electrical power and drive systems. With an integrated regional network of repair and engineering facilities in Singapore, Thailand, Indonesia and China, as well as the Middle East, SWTS can offer complex electrical systems packaging and engineering designs and assist a diverse range of industries,

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including Marine & Offshore, Oil and Gas, Petrochemical, Power Station and more. **SWTS** is part of the **PON group** which is represented in Singapore by **Erik Blokhuis** approx 40 persons participated in the lunch event.



As a surprise **Erik** held a lucky draw under the participants and the 4 bottles of wine were won by From left to right **Hans van Meeuwen** (Van Oord) **Pieter Oosterhof** (Resolve Salvage) **Maarten Hardon** (Jack-up Barge) and **Jippes Huibregtse** (Rotterdam Offshore Group) photo's : **Piet Sinke** ©



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Shippingnews photographer **Simon Wolf** and spouse **Veronica** wishing all readers Merry Christmas and a happy new year

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**Right :**

Futureland mammoth "MATTY" on a night-shift tour #Matty Port of Rotterdam

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## Australian Gladstone port's Nov coal shipments to Japan rise 55% from Oct to 2.37 mil mt



The with coal loaded **BRILLIANT VENUS** outbound from Gladstone Australia assisted by the **SMIT KONGOO**  
Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

Gladstone port in Australia's Queensland state shipped 2.37 million mt of coal during November to Japanese customers, a 54.6% increase from 1.53 million mt the port shipped to Japan in October, said Gladstone Ports Corporation in a report Friday. Japan's coal offtake from Gladstone port, which ships both thermal and coking coal from mines in Queensland's Bowen Basin coal field, last touched a high of 2.35 million mt in August, said the port. Shipments from the Australian port to Japan have averaged 1.85 million mt over December 2013-November 2014, according to Gladstone port shipping data. Japan is the top destination for Gladstone's coal exports, and accounted for 22.2 million mt out of 71 million mt of coal shipped from the Queensland coal exports facility in the 12 months ended November, according to port data.

Coal exports from Gladstone port to China and India fell month on month in November, according to the port data. China-bound ships loaded 967,000 mt of coal at Gladstone's two coal terminals last month, down 25% from October's 1.3 million mt, port data showed. Over December 2013-November 2014, 17.56 million mt of coal has been shipped to China from Gladstone port, the data showed. The port shipped 671,000 mt to India in November, down 45% from 1.22 million mt sent in October. Gladstone port has supplied 13 million mt of coal to India in the 12 months ended November. Coal exports to South Korea from Gladstone port increased to 1.1 million mt in November, up from 979,000 mt in October. Total volume exported to the country over December 2013-November 2014 is 9.7 million mt, data showed. Taiwan-based customers received 215,000 mt of Gladstone's coal exports last month, up from 110,000 mt in October, and the country's total over the past 12 months was 3 million mt. Earlier this week, Gladstone Ports Corp. completed a tender to allocate 3 million-4 million mt/year of coal shipment capacity in the facility's RG Tanna coal terminal that had suddenly become available. The port authority declined to disclose the outcome of the auction process, citing confidentiality. Source: Platts

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## German owners feel assured of tax breaks and manning relief

GERMANY's desire to be a major global shipowner with European crews runs counter to the wages, taxes and insurance that must be paid to stay in business. Speaking at a shipowners' dinner in Hamburg, German Finance Minister Wolfgang Schauble said he was prepared to allow seamen a tax free ride and was looking to cut insurance taxes if it didn't break EU rules.

German shipowners association **Verband Deutscher Reeder (VDR)** seeks to stop the 19 per cent insurance tax on vessel income pools managed from Germany. The group also wants full exemption of income tax for seafarers, rather than the 40 per cent they now enjoy. "We are going to find pragmatic solutions," said Mr Schauble, after being subjected to months of lobbying by shipowners. He explained to the VDR dinner gathering that the exemptions must also comply with EU regulations. Although the minister did not give details, many in the audience felt reassured that a breakthrough on some critical issues is imminent. Owners also seek a relaxation on the number of EU officers they must employ, calling for the minimum contingent to be reduced from four to two or German-flagged vessels. "That would restore cost parity with our neighbours like the Dutch and Danish flags," said VDR president Michael Behrendt, former CEO of Hapag-Lloyd. VDR statistics show that the German-owned fleet shrunk 10 per cent to 3,296 ships over the past year. The share of tonnage under the German flag has been dropping even faster. Containership manager Reederei NSB announced this week that its remaining 38 container vessels under the German flag will be moved under other flags by 2017. **Source : Asian Shipper**



The Thursday launched **SAPURA ESMERALDA** seen passing Dordrecht under tow for the installation of the superstructure **Photo : Joop van Toorn ©**

## Diana Shipping Inc. Announces Time Charter Contract for m/v Salt Lake City with K Noble

**Diana Shipping Inc.** a global shipping company specializing in the ownership of dry bulk vessels, announced that, through a separate wholly-owned subsidiary, it has entered into a time charter contract with **K Noble Hong Kong Ltd.**, Hong Kong, for one of its Capesize dry bulk vessels, the **m/v SALT LAKE CITY**, for a period of minimum twenty-one (21) months to maximum twenty-four (24) months. The daily gross charter rate will be 3.5% above the

BCI average of the four pre-determined time charter routes as published by the Baltic Exchange minus a 5% commission paid to third parties. The initial charter payment will be made on delivery of the vessel to the charterers based on the average of the four pre-determined time charter routes for the 15 days preceding the vessel's delivery date. At the end of the time charter period, there will be a final settlement to reflect the average daily rate of the four pre-determined time charter routes for the actual duration of the charter. The charter is expected to commence during January 2015.

The "SALT LAKE CITY" is a 171,810 dwt Capesize dry bulk vessel built in 2005. **Diana Shipping Inc.'s** fleet currently consists of 39 dry bulk vessels (2 Newcastlemax, 11 Capesize, 3 Post-Panamax, 3 Kamsarmax and 20 Panamax). The Company also expects to take delivery of two new-building Newcastlemax dry bulk vessels and one new-building Kamsarmax dry bulk vessel during the second quarter of 2016. As of today, the combined carrying capacity of our fleet, excluding the three vessels not yet delivered, is approximately 4.4 million dwt with a weighted average age of 6.98 years. For more information, please visit : [www.dianashippinginc.com](http://www.dianashippinginc.com)



One of Stealthgas Fleet's **GAS EMPEROR** arriving at the Geelong Refinery 3 December, with tug **HASTINGS** in attendance. **Photo : Bill Barber ©**

## **Bowalds Energy explores new export opportunities in Nigeria**

UKTI's highlight of Nigerian oil and gas opportunities brings UK consulting company close to some of the biggest oil and gas firms. In 2013 at the Global Nigerian-Aberdeen Forum, UK Trade and Investment (UKTI) and Royal Dutch Shell described the demand for experienced oil and gas engineering and consultancy firms. This encouraged 3 oil and gas experts originally from Nigeria, to set up Bowalds Energy UK Ltd in Aberdeen, Scotland.

### **Prospective High Value Opportunities (HVO)**

In June 2014 the Trade Envoy to Nigeria and Angola, David Heath, led a Shell-UKTI Supply Chain Engagement Programme in Lagos, Nigeria. The team at Bowalds Energy were invited to attend and speak at the conference. In preparation for the event, UKTI helped Bowalds put together marketing materials, which was sent out to prospective clients.

The Bowalds Energy team was introduced to the UK High Commissioner to Nigeria and to oil and gas companies with operations in the UK and Nigeria. These included GE Oil and Gas, Orando PLC, Seplat Petroleum and Wood Group. Several of these companies subsequently visited Bowalds Energy and discussed potential future collaborations. In preparation for the future contracts, UKTI encouraged Bowalds Energy to register as a vendor with some of the companies. Wilson Balogun, Chief Operating Officer and Executive Director of Bowalds Energy said:

Our attendance at the UKTI HVO event was a turning point for our company.

UKTI's backing of our company gave the participating companies the confidence to see us as a trusted future partner. In addition, thanks to UKTI's introductions, we are expected to have a working agreement with several oil and gas companies in the coming months. The initiative was part of the UKTI High Value Opportunities Programme, which helps UK businesses win large scale overseas procurement projects.

The company had advanced discussions with ExxonMobil, Addax Petroleum and Afren PLC. As it ramps up its business in Nigeria, Bowalds Energy plans to expand its operations into Ghana, Uganda and Angola, using Nigeria as its regional

hub. Furthermore, one of Bowalds Energy's priorities is to train young engineers in Nigeria to work on oil and gas projects. Following the introduction to GE Oil and Gas, the 2 businesses have gone on to work closely together. Bowalds Energy's young engineers are now receiving hands-on training at GE's facilities in Lagos. Nigeria is Africa's largest oil and gas producer, and it is set to further grow its oil sector in the coming years. By 2020, it aims to increase its oil production capacity to 4 million barrels a day and expand its crude reserves to over 40 billion barrels. UKTI has been making UK businesses aware of the new opportunities that these plans will present. For more information, please visit : [www.gov.uk](http://www.gov.uk)



## Baker Hughes Announces November 2014 Rig Counts

**Baker Hughes Incorporated** announced that the international rig count for November 2014 was 1,324, up 16 from the 1,308 counted in October 2014, and up 13 from the 1,311 counted in November 2013. The international offshore rig count for November 2014 was 341, up 15 from the 326 counted in October 2014, and up 25 from the 316 counted in November 2013. The average U.S. rig count for November 2014 was 1,925, unchanged from the 1,925 counted in October 2014, and up 169 from the 1,756 counted in November 2013. The average Canadian rig count for November 2014 was 421, down 3 from the 424 counted in October 2014, and up 36 from the 385 counted in November 2013.



*The 2014 built SGP flag and owned offshore tug/supply ship **PACIFIC DUCHESS** towing the ssdr **ATWOOD SOUTHERN CROSS** bound to Turkey from Palumbo Malta Shipyard Ltd on Monday 24th November, 2014. Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©*

The worldwide rig count for November 2014 was 3,670, up 13 from the 3,657 counted in October 2014, and up 218 from the 3,452 counted in November 2013. The Baker Hughes Rotary Rig Counts are counts of the number of drilling rigs actively exploring for or developing oil or natural gas in the United States, Canada and international markets. Baker Hughes has issued the rotary rig counts as a service to the petroleum industry since 1944, when Hughes Tool Company began weekly counts of US and Canadian drilling activity. Baker Hughes initiated the monthly international rig count in 1975. North American rig count data is scheduled to be released at noon central time on the last working day of each week. The international rig count is scheduled to be released on the 5th working day of the month. Additional detailed information on the Baker Hughes rig counts is available from our website. Baker Hughes is a leading supplier of oilfield services, products, technology and systems to the worldwide oil and natural gas industry. The company's 61,000-plus

employees today work in more than 80 countries helping customers find, evaluate, drill, produce, transport and process hydrocarbon resources. For more information, please visit : [www.bakerhughes.com](http://www.bakerhughes.com)



The 2001 built ITA flag and owned offshore tug/supply ship **ASSO VENTIQUEATTRO** towing the **ssdr TRANSOCEAN AMIRANTE** assisted by local tugs bound to Rig Area off Malta **Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## **ClassNK and NAPA Announce New Joint Project to Improve Ship Design Process for Harmonised CSR**

**ClassNK** and leading global maritime software company NAPA have announced a new joint project to reduce the time and cost of designing vessels in accordance with the new IACS harmonised Common Structural Rules. The new project will enhance the data linkage between ClassNK's PrimeShip-HULL(HCSR) design support software with NAPA's 3D model based integrated design software NAPA Steel greatly improving the efficiency of the ship design process and reducing the cost of designing vessels in accordance with the new rules Adopted in 2013, the IACS harmonised CSR will be applied to all tankers over 150m and all bulk carriers over 90m contracted after 1 July 2015. The harmonised CSR brings new requirements for more comprehensive structural analysis at the design stage, including FEM analyses covering the entire range of cargo hold structures, as well as new formulae for buckling, fatigue, and residual strength criteria to enhance safety and reliability. However, these new requirements also greatly increase the overall time needed for vessel design In order to help reduce the burden of the new rules on ship designers, ClassNK released PrimeShip-HULL (HCSR), a multi-functional vessel design support tool that makes it easy for yards and designers to carry out rule calculations and optimize their designs in accordance with the new rules. The software, which was the first of its kind to incorporate the requirements of the new harmonised CSR, has been highly praised for its ability to reduce the man hours required for initial ship design work under the new rules, and is currently used by more than 100 shipyards and designers around the world. According to ClassNK Executive Vice President Yasushi Nakamura, PrimeShip-HULL (HCSR) is the world's first design support software to incorporate the requirements of the harmonised CSR. "With PrimeShip-HULL(HCSR) we have already succeeded in reducing the additional time needed for HCSR vessel design by roughly 50%, but our goal is to reduce the workload and in turn costs for ship designers and builders around the world. By improving the link to NAPA Steel and other design software we believe we can achieve even greater results." Today 95% of the world's vessels are built by yards which use NAPA's ship design software, including

its integrated 3D model based design system NAPA Steel. NAPA Steel allows yards to greatly rationalize their ship design processes, reduce calculation time, and rapidly create high quality finite element models. NAPA President Juha Heikinheimo says: "Many of the world's leading shipyards already use NAPA Steel to improve their design processes, and we see this improved data linkage as offering even greater benefits to NAPA Steel users. Improved linkage between NAPA Steel and ClassNK's PrimeShip-HULL (HCSR) will allow yards building CSR compliant vessels to even further streamline their design process, while also eliminating the need for designers to input duplicate data into multiple programs."

**Contents and expected release dates for the improved data linkage features include:**

### **Prescriptive Rule Calculation Data Linkage for Oil Tanker Transverse Members**

The existing data linkage capabilities which allow longitudinal members of 3D structural data to be rapidly transferred between NAPA Steel and PrimeShip-HULL(HCSR), will be expanded to allow transfer of data from 3D structures, including transverse webs, bulkheads and other transverse members. The first function to be developed will allow the PrimeShip-HULL (HCSR) Rule Calculation software to process transverse member data for oil tanker cargo areas, increasing the accuracy of structural evaluation during the initial design phase and dramatically shortening design lead times.

### **Direct Strength Assessment Data Linkage**

In addition to shape of finite element mesh and scantling information, PrimeShip-HULL (HCSR) Direct Strength Assessment data linkage features will be expanded to include compartment information, member type information and Opening information from FE models created with NAPA Steel Prescriptive Rule Calculation Data Linkage for Bulk Carriers & Product Tankers. Further improvements will be made to allow data for bulk carrier and product tanker cargo area transverse structures to be transferred between PrimeShip-HULL (HCSR) and NAPA steel. Prescriptive Rule Calculation Data Linkage for Non-Cargo Area. Further improvements will be made to allow data for fore and aft part and engine room part to be transferred between PrimeShip-HULL (HCSR) and NAPA steel.

### **Direct Strength Calculation Whole Ship Batch Analysis**

This improvement will allow whole ship FE models created in NAPA Steel and other design software to be automatically broken into hold models based on the requirements of H-CSR, allowing automatic analysis of all of the cargo holds together. Analyzing the cargo holds altogether rather than one by one will eliminate the need to input information and carry out individual analyses for each hold, greatly reducing the man hours required for the overall analyses.

Source: ClassNK



Tanker **GREAT MANTA** arriving Geelong for the refinery berths 3 December **Photo : Bill Barber ©**



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## Investors from Singapore and ME could buy into Virgin Cruise

Singapore: The **Government Investment Corporation of Singapore (GIC)** is to join buyout firm **Bain Capital** as a founding shareholder of newly formed **Virgin Cruises GIC**, one of Bain Capital's key investors, is expected to contribute substantial capital to the new venture, Sky News reports. In addition, at least one Middle East sovereign wealth fund and a number of family offices and high-net-worth individuals are also believed to be investing, private equity sources told the news channel. Miami-headquartered Virgin Cruises says it plans to design and construct two new world-class cruise ships. It is thought the company will make its first maiden voyage in 2019, Sky News says. Tom McAlpin has been announced as Virgin Cruises' CEO, having previously been president and CEO of The World, Residences at Sea. Before that, McAlpin was president of Disney Cruise Line. "With a small number of global players, an experience in need of refreshing, and consumers ready for something new and exciting, the industry exhibits all the characteristics of one that is ripe for a new entrant," Ryan Cotton, a principal with Bain Capital, said in a statement today. **Source : Asia Cruise News**



Iskes **BERNARDUS** assisting the **KAZDANGA** in the Ijmuiden Locks – **Photo : Simon Wolf ©**

## EU Parliament passes law to make ships report climate emissions

For the first time, all shipping companies calling at EU ports will have to measure and publicly report carbon emissions under a law approved by an overwhelming majority of the European Parliament's Environment Committee. Sustainable transport group **Transport & Environment (T&E)** says that the law is weak – it only monitors fuel consumption instead of directly reducing it, and only covers CO<sub>2</sub> and not air pollutants like SO<sub>2</sub> or NO<sub>x</sub> – but it can still trigger fuel savings indirectly.

The EU law will require ship operators to publicly report three metrics to measure the environmental performance of ships: the theoretical energy performance of the ship known as the Energy Efficiency Design Index (EEDI); its real-

world fuel consumption; and its energy efficiency, that is, the amount of fuel divided by the amount of cargo. The more cargo a ship can carry using the same amount of fuel, the more efficient and cheaper to run it is. The publication of ships' real energy efficiency will provide shipping users in Europe and worldwide with transparent data to identify the most efficient ships and practices. This can trigger a virtuous cycle of increased competition among operators, which will enable fuel savings and emissions reductions. Sotiris Raptis, clean shipping officer at T&E, said: "Today's decision does not cut CO2 and fuel use directly but can make it happen indirectly. Everybody benefits from better-informed decisions on what types of ships, companies and routes to use. This measure is a stepping stone for an eventual measure to actually require emissions reductions, which is what is urgently needed." Currently ships are responsible for over 3% of global greenhouse gas (GHG) emissions. The Commission estimates that CO2 emissions from ships sailing in European waters amounted to 180 million tonnes in 2010. If these emissions were reported as a country, maritime transport would be Europe's eighth largest emitter. According to the greenhouse gases study adopted by the UN's shipping body, the IMO, last month, under a business-as-usual scenario and if other sectors of the economy reduce emissions to keep global temperature increases below 2 degrees Celsius, shipping could represent a whopping 10% of global GHG emissions by 2050. **Source: Transport & Environment**



Dockwise **TRUSTEE** seen loading materials in Rotterdam - Calandcanal cargo includes the CSD **EDAX**, **SMITBARGE 9** loaded with several materials, the **BKM 101**, **SMIT BULLDOG** and **SMIT BUFFALO** for further transportation to the Suez canal – **Photo : Leen van der Meijden ©**

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## **1 of last Liberty ships to leave Va. after repairs**

The vintage vessel is scheduled to steam up the Elizabeth River on its way back home to Baltimore on Saturday. It has been undergoing repairs at Colonna's Shipyard in Norfolk for the past month, which involved replacing riveted shell-plating on the bottom of the ship. The ship named for labor leader **JOHN W. BROWN** is operated as a museum and

memorial to shipyard workers, merchant mariners and Navy Armed Guard members who built, crewed and manned the guns on the ships."We think that those groups made an incredible contribution to the Allied victory because of the logistics involved in fighting a world war," said Mike Schneider, 75, a retired Navy captain and former chairman of the Baltimore-based nonprofit Project Liberty Ship, which acquired the ship in 1988.



The Virginian-Pilot reports (<http://bit.ly/1ymMsSn>) that during the war, the ship sailed from Hampton Roads to the Mediterranean five times as part of convoys bearing thousands of troops, equipment such as tanks and Jeeps and supplies like food, gas and ammo. It since has returned several more times for port calls or repair work. The **JOHN W. BROWN** was built in Baltimore in just 54 days in the summer of 1942. It was part of a national emergency shipbuilding program ordered by President Franklin D. Roosevelt after the loss of hundreds of merchant vessels to German U-boats in the early years of the war, Schneider said. The ships carried 75 percent of wartime cargo overseas — able to carry about 10,000 tons of cargo, enough to fill about 300 railroad cars. In addition to its wartime service, the ship was loaned to New York City in 1946, where it functioned as a maritime high school for 36 years. In 1983, the **JOHN W. BROWN** was towed to join the James River "Ghost Fleet" for five years before its move to Baltimore. The nonprofit said after being restored 23 years ago, the ship has visited roughly 30 ports on the East Coast, from Halifax, Nova Scotia, to Jacksonville, Florida. You can hardly put your finger on a port anywhere on the globe that these ships didn't call on," said 71-year-old Duff Porter III, a retired shipyard worker and Portsmouth resident who is part of the John W. Brown's operating crew. **Source : timesdispatch**

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The Hoek van Holland **KNRM** lifeboat **JEANINE PARQUI** and Ter Heijde based **JOKE DIJKSTRA** seen off Hoek van Holland during a SAR exercise last Saturday **Photo : Kees Torn ©**



## Bumi Armada CEO sees 2.74m shares sold

Bumi Armada Bhd's chief executive officer Hassan Basma, who is stepping down with effect from Jan 1, 2015 due to "family reasons", saw a total of his 2.74 million shares disposed of. The company announced on Friday that one million shares or 0.02% of the paid-up, was disposed of at RM1.02 each the previous day. It also said another block of 1.75 million shares or 0.03% stake was sold at RM1.03 each on the same day. Bumi Armada said the disposals were undertaken outside a closed period. He does not hold any shares after the recent disposals. "The disposals were undertaken due to margin calls on loan facilities taken by Hassan Assad Basma to purchase the said shares," it said. Bumi Armada said there is no change to his interest in 50.62 million unissued Bumi Armada shares arising from his outstanding options granted to him pursuant to the company's employee share option scheme. **Source : The Star online**



The **LUCKY ARROW** approaching the port of Sohar (Oman) **Photo : 24/7 Pilot Rik van Marle ©**

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## Officer of the watch to appear in court after woman died when dredger collided with yacht off Felixstowe coast

A man is due to appear in court next week after being charged following the death of a Suffolk woman after a collision between a yacht and a dredger. Bernadine Ingram, from Butley, near Woodbridge was on board the yacht with her husband Peter at the time of the accident off the Felixstowe coast. The collision occurred at around 1.30pm on June 8.

Mr Ingram and his 57-year-old wife ended up in the sea as a result of the accident. Mr Ingram was pulled to safety. However Mrs Ingram, who was known as Bernie, could not be found. Her body was eventually located the following day. Two dogs were also reported to have gone in the water, but only one was recovered alive.

The tragedy sparked an inquiry by the Maritime and Coastguard Agency. As a result of the investigation, it has now said a man will appear before South East Suffolk Magistrates' Court in Ipswich on Tuesday to be charged under Section 58 of the Merchant Shipping Act 1995. This encompasses conduct endangering ships, structures or individuals.

A spokesman for the Maritime and Coastguard Agency said: "Gerardus Johannes Chapel, from The Netherlands, was the Officer of the Watch on the dredger. "He's been charged with failing to discharge his duties properly, as such the manner of his acts and/or omissions caused or were likely to cause loss, destruction, death or injury, contrary to section 58(4) of the Merchant Shipping Act 1995, as amended." An inquest has been opened in relation to Mrs Ingram's death.

However, coroner Dr Peter Dean said he would be looking for a "clear picture" of what happened before he would be in a position to give his finding. Mrs Ingram had been a doctors' receptionist at The Peninsula Practice's Health Centre in Alderton and at Chapman House, in Orford. She was responsible for establishing and running a support group for patients who had been diagnosed with cancer at the practice with which she worked for 14 years. Following Mrs Ingram's death The Peninsula Practice paid tribute to her in a statement.

Part of it read: "Bernie was an invaluable part of the fabric of our small surgery. With her calm and dignified manner, she always worked from her heart and went the extra mile for every single patient. "Many of you know that she initiated and single-handedly ran a support group for our patients who have been diagnosed with cancer. The love, kindness and care that Bernie gave not only to patients but at different times to every member of staff in times of need was immeasurable." Bernie had a deep understanding and love for all animals especially her horses, dogs, cats and chickens. She would always help any animal in need. With this in mind, there will also be a donation box for contributions towards one of Bernie's favourite animal charities." **Source : East Anglian Daily Times 24**

## Indonesia begins sinking illegal fishing boats

Indonesia has detained 155 foreign fishing vessels and, on Friday, sunk three of them, a stern measure lauded by all sides at home to clear the countrys water of foreign fish poachers. "We have detained five large foreign ships and 150 other small ones across the country last week. We sunk three of them on Friday to teach them a lesson, so that they will give up poaching in Indonesian waters," President Joko Widodo (Jokowi) said in a discussion with local fishermen in Gorontalo on Saturday.

Jokowi, who was inaugurated as Indonesias seventh President last October, has repeatedly said the country has lost some Rp300 trillion annually from illegal fishing and that there are currently 5,400 illegal ships operating in Indonesian waters, due to a lack of decisive action by the government. Three Vietnamese boats, which have been proven to have illegally fished fish in Indonesian waters, were made to explode by the Indonesian Navy off the Anambas Island waters, Riau Islands, on Friday.

"We have been planning the sinking operation since Friday morning. Three fishing ships were going to be sunk. They were all from Vietnam," the Head of Information Office of the Indonesian Navy, First Admiral Manahan Simorangkir, was quoted as saying by local online media on Friday. Indonesian Maritime Affairs and Fisheries Pudjiastuti has promised she will personally witness the sinking of other foreign vessels in Batam, after the sinking of the Vietnamese ships.

"We have sunk three Vietnamese fishing vessels today. And tomorrow I will sink larger vessels myself in Batam, Riau Islands," the minister was quoted by detik.com news portal as saying on Friday. Besides in Batam, Indonesia has also scheduled to sink other foreign vessels in the Aru Sea, in the eastern Indonesian region, next week.

The public expressed hope that the sinkings would continue until the countrys waters were free from poachers and local fishermen could be free to maximize their fish catches. According to President Jokowi, the Indonesian government is taking such stern action in an effort to reduce illegal fishing and assure that there will no longer be foreign fishermen entering Indonesias waters.

He said that the governments decision to take stern measures against illegal fishing is intended to help Indonesian fishermen to profit from the countrys sea wealth. So far, Indonesia has not yet tapped its full fishing potential and the country remains weak in protecting its marine sector, which has a potential revenue of US\$1.2 trillion a year, said officials.

Weak control over the marine wealth has enabled foreign poachers to steal the countrys fish, which, according to the Food and Agriculture Organization (FAO), amounts to Rp300 trillion per annum. Based on the calculations of the Peoples Coalition for Fishery Justice (Kiara), the state lost Rp101 trillion to illegal fishing between January and August 2014, during which a total of 1.6 million tons were illegally fished from Indonesian waters. Therefore, the governments move to sink illegal fishing vessels has gained wide support at home, hoping the action will continue to be taken until the countrys waters are cleared of fish poachers.

Earlier, Foreign Minister Retno Marsudi said the move to sink foreign poachers is not an illegal action, also saying it is not a barbaric act, but rather a move to provide a deterrent effect so that illegal fishermen will stop poaching in Indonesian waters, in a bid to assure Indonesia's maritime economic sovereignty. Meanwhile, Professor Salim Said of the Defense University expressed hope that the government will be consistent in its measures and continue to sink foreign fishing ships found poaching fish in Indonesian waters.

"The government should not lessen its stern action in order not to give a chance for foreign fishing ships to return to Indonesian waters," Salim Said stated, when contacted on Friday. The government should show its consistency by increasing the number of naval ships and the amount of funds for the procurement of fuel for warships. It is useless to possess naval ships if they cannot be deployed due to shortages of fuel. Salim said he appreciated the move by the government, which has taken strong actions against foreign boats that poached fish in Indonesian waters. The government should not allow illegal fishing to occur in its waters, he said.

"Indonesia has regulated in its law the sinking of foreign ships. Foreign vessels can be sunk to offer a lesson when they fish illegally in Indonesian waters," Salim added. He noted that every country has laws and regulations which had to be abide by. The country of origin of the poachers cannot intervene in Indonesian law, he noted. "If an Indonesian citizen faces beheading in Saudi Arabia, for example, Indonesia cannot intervene. It cannot force Saudi Arabia to follow Indonesia's law," Salim stated.

The West-East Care Foundation (YPTB) also supported the government's move to explode foreign vessels that were illegally fishing in Indonesia waters. "The government's move to sink the vessels is important. It is important to uphold the sovereignty of the Unitary State of Indonesia (NKRI) in all water territories of the country, including the East Timor Sea, based on the international affairs and on geological and geomorphology facts," said YPTB chairman Ferdi Tanoni.

Former maritime and fisheries minister Freddy Numberi also said he appreciated the government's move. "It is good for Indonesia to sink the ships and let the international world know it," said Freddy Numberi on Friday. Yet, he recalled that the move should be taken in measured steps, among others, by explaining the sinkings transparently.

Catch Fish Director General of the Ministry of Maritime Affairs and Fisheries Gellwynn Jusuf said Minister Susi Pudjiastuti had coordinated and discussed the actions with a number of neighboring countries. Minister Susi explained that representatives of various foreign countries she met with have supported her policy in cracking down on fish poaching in Indonesia waters. Further, support for the move has been voiced by various sides in Indonesia, such as businesses, the military and legislators. [source : AntaraNews](#)

## **SCF sale back on**

**Russian shipping group Sovcomflot (SCF)** is likely to be privatised in 2015, according to deputy transport ministry Viktor Olersky. "Next year. There is such confidence and this confidence is based on the fact that the market started growing. We were waiting for this," he told reporters. The last government pronouncement on a share sale and IPO was in June, when it ruled out a move this year. This decision was taken because of uncertainty over asset prices. The state has been considering selling off 25% of the tanker and LNG carrier owner, with the potential for further disposals at a later date. [Source : tradewinds](#)

## **NAVY NEWS**

# **UK says signs deal to expand naval presence in Bahrain**

Britain said on Friday it had sealed a deal to expand and reinforce its naval presence in Bahrain that would allow it to operate more and bigger ships in the Gulf on a long-term basis. Under the agreement, the Ministry of Defence (MoD) said onshore facilities at the Mina Salman Port in Bahrain, where Britain bases four mine-hunter warships on a permanent basis, would be improved. The base, which will now be expanded to include a new forward operating base and a place to plan, store equipment for naval operations and accommodate Royal Navy personnel, is used to support British Destroyers and Frigates in the Gulf. "This new base is a permanent expansion of the Royal Navy's footprint and will enable Britain to send more and larger ships to reinforce stability in the Gulf," said British Defense Secretary Michael Fallon. "We will now be based again in the Gulf for the long term." The U.S. Navy's Fifth Fleet is also based in Bahrain. [Source : Reuters \(Reporting by Andrew Osborn\)](#)



**HNLMS AMSTERDAM (A836)** was the last replenishment ship serving with the Royal Netherlands Navy. **Amsterdam** entered service in 1995. **HNLMS AMSTERDAM** deployed to the Middle East as part of Operation Enduring Freedom during 2005/2006 and provided assistance to two American naval vessels after a battle they had fought with pirates on March 18, 2006. **HNLMS AMSTERDAM** was assigned in December 2010 to the coast of Côte d'Ivoire in order to assist in a possible evacuation of European Union citizens from the country in the wake of unrest after the 2010 presidential election. **HNLMS AMSTERDAM** was decommissioned on 4 December 2014 and is transferred to the Peruvian navy under her new name as "**BAP TACNA**". The RNLN will not have an operational tanker until the new Joint Logistic Support Ship **KAREL DOORMAN** is scheduled to be commissioned somewhere in 2015. **Photo : Ron Damman – [www.newdeep.nl](http://www.newdeep.nl)**

## Female Naval Officers Allegedly Videotaped While Showering on Submarine

It was only four years ago that the United States Navy announced that it would allow women to serve on submarines, and only three years ago this month that the first female officers were assigned to submarines. One of the first submarines to include women was the **USS WYOMING**, an Ohio-class ballistic missile submarine that's been in service since 1996. And so it's disheartening to hear that it was on the **USS WYOMING** that at least three female naval officers were videotaped showering and in other various states of undress over the course of a year while on board the naval vessel, according to a recent incident report. "Incidents that violate the trust of our sailors go against every core value we hold sacred in our naval service," Navy Vice Adm. M.J. Connor wrote in a letter obtained by CNN. "We go to war together with the confidence that we can rely on each other in ALL circumstances, and incidents of sailors victimizing other sailors represent an extreme breach of that trust."

Connor also wrote that the female victims are being provided assistance and that the men who allegedly videotaped them without their knowledge have been removed from the ship while the investigation is ongoing, reports CNN. In a 2012 article by the military publication Stars and Stripes, a female lieutenant had this to say about her integration onto what had previously been an all-male submarine team: "At first, the guys were a little more timid just because they hadn't worked with females on a day-to-day basis, but after a week they warmed up and we were just like brothers and sisters fighting for the bathroom, to get in in the morning. We're all sailors, if I'm on a surface ship or a submarine." But not all accounts are so positive. One of the first women to work on a submarine told the Navy Times that male crew members had an "intense interest" in the women on board. She recalled one male sailor asking her, "Where are the females?" on the day female junior officers were scheduled to arrive. "The only reason I was there was to stop the submariners from being a--holes, and to get the women to stop crying," she said. Privacy had always been

a concern when the Navy was debating whether or not to permit women to serve on submarines. Sleeping quarters are tight, sometimes with nine people to a room, and bathroom space is limited. As The New York Times reports, there are no separate bathroom facilities for women. Rather, female sailors must hang a sign on the door notifying others than the bathroom/shower is occupied by a woman.

It's possible that the alleged perpetrators installed the cameras while using the shared bathrooms. While men may have also been taped without their knowledge, it's been reported that only videos of the female officers were distributed to crew members. Of course, the question here shouldn't be "What conditions allowed men to videotape women?" as if it's the "conditions" of being on a submarine but not the perpetrators who are to blame here. What we should be asking is, "What will the Navy do to make sure this doesn't happen again?" —especially considering that over the course of the next five years, the Navy plans to substantially increase the number of women on 18 Ohio-class submarines. Source : Glamour

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The **ELLENITA** belonging to **UGLAND Shipping** is nearing completion at the **Tsuneishi Heavy Industries** yard Cebu, Photo **Captain Edward Fitzek** ©

## French shipyard boosted by €1.2b cruise ship deal

The Saint-Nazaire shipyard in western France has been given a major boost after a preliminary deal was signed for two new cruise ships worth a €1.2 billion. Royal Caribbean Cruises subsidiary Celebrity Cruises has signed a preliminary deal with the French arm of Korean shipbuilding giant STX for two new vessels valued at €1.2 billion (\$1.5 billion). The 1,450-cabin ships are due for delivery in 2018 and 2020, the president of STX France, Laurent Castaing, said, announcing the signing of the letter of intent on Thursday. The deal will come as a major boost for the Saint-Nazaire yard in western France, which has struggled to secure new orders in recent years. The shipyard is also facing uncertainty over the French government's decision to suspend delivery to Russia of a warship being built in Saint-

Nazaire in a row over the Ukraine crisis. The new 300-metre (nearly 1,000-foot) cruise liners will be able to carry 2,900 passengers and could be put into service anywhere around the world, Castaing said. STX is already engaged in building two giant cruise ships for Royal Caribbean. The Oasis-class ships, the largest of their type in the world, are capable of carrying 8,000 passengers and crew. The order marked a turnaround for the yards at a time of falling orders and rising unemployment. **Source : thelocal**



The P&O cruiseliner **AURORA** in Hamburg at the **Blohm + Voss** wharf to receive a comprehensive maintenance and modernization work. The cruise liner will stay at the **ELBE 17 dock** of **Blohm+Voss** until December 16, 2014. From Hamburg the **AURORA** sails to Southampton to restart her cruises. **Photo : Hans van Overbeek ©**

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Upon completion of the installation of the superstructure in Dordrecht last Saturday afternoon the **SAPURA ESMERALDA** was towed back to **IHC Offshore & Marine BV** in Hardinxveld-Giessendam for final outfitting  
**Photo : Jan van Heteren [www.janvanheteren.nl](http://www.janvanheteren.nl) ©**

## Cummins QSK60s for 84-Meter Work Boat



**Shin Yang Shipyard** of Miri, Sarawak, Malaysia has delivered the sister ships **MV ANIS** and **MV ALYA**. Designed by **Wartsila Ship Design Singapore**, the 83.8-meter maintenance and work boats have massive capacities.

Accommodation is provided for up to 199 people. Tankage is provided for 800 cubic meters of fuel and 900 m3 of water. The vessels each have two 50 m3 per day water-makers. Additionally there is tankage for 80 m3 of urea, 20 m3 of sludge, and 10 m3 of lube oil. There is 700 square meters of open deck cargo space. For propulsion, each vessel is fitted with a pair of **Cummins QSK60M**

**engines** each delivering 2200 HP at 1800 RPM. The engines turn four-blade 2000-m/m fix-pitch propellers through Twin Disc MG5600 marine gears with 5.04:1 ratios. Main gensets are three Cat-powered 590eKW, 50 HZ each. The emergency genset is a **Cummins NTA855D(M)** powered and rated at 245eKW. The ABS-classed vessel is equipped with a ten-ton electric drive bow thruster as well as three 75 cubic meters per hour at a 70-meter head fire pumps. To aid in her offshore work there is a 45-ton deck pedestal mounted deck crane. The **ANIS** and **ALYA** are also fitted with 50-ton four-point mooring systems.

## Stena celebrates first anniversary of Stena Hibernia

**Stena Line** is celebrating the first anniversary of the **STENA HIBERNIA** on its Liverpool (Birkenhead) to Belfast route and one year on, the service continues to deliver a strong performance which has helped the leading ferry company increase its freight traffic.



The **STENA HIBERNIA** – Photo : Jan Oosterboer ©

Richard Horswill, Stena Line's Head of Freight UK and Ireland said: "**Stena Line** introduced the **STENA HIBERNIA** in November 2013 to complement the **STENA LAGAN** and **STENA MERSEY** to help cope with increased demand for freight capacity on this route and enable our customers to deliver on next-day orders to their client base.

"We are thrilled by the response to the service over the last twelve months and have received excellent feedback from customers. The introduction of the **STENA HIBERNIA** demonstrated our commitment to the freight market and we have worked with our customers to develop the service to suit their needs and in doing so, earlier this year we altered the timetable so that the first sailing of the week left Belfast at 15.00hrs on a Monday instead of 03.00hrs on a Tuesday from Liverpool – as we identified Monday afternoon as a key sailing time for our customers." "We believe the success in this service has in turn helped to drive freight growth and position the Port of Liverpool ( Birkenhead) and the Port of Belfast as significant hubs which will both continue to thrive over the coming months and years," Richard added.

Ross Thompson, Group Sales Director for Peel Ports said: "We are delighted with the Belfast Liverpool service, having delivered consistent and sustainable business growth over the last 12 months. The future outlook is really positive with Liverpool close to hitting the three quarter million ro ro units landmark by the end of the year, which is testament to our commitment to the sector and our partners." Joe O'Neill, Belfast Harbour's Commercial Director, said: "Belfast Harbour and **Stena Line** have developed an excellent partnership over the past two decades and both organisations have invested heavily to ensure that our customers have access to the best facilities, services and ships on the Irish Sea. Stena Hibernia is the latest example of Stena's commitment to Northern Ireland and its introduction has already generated a noticeable uplift in freight passing through Belfast." The **STENA HIBERNIA**, which has capacity for 12 drivers and 110 unaccompanied units representing an additional 1,680 lane metre capacity, operates eight sailings per week, giving freight customers greater availability and choice. **Source : Irish Trucker Magazine**

## **Petrobras' 1st new refinery in 34 years begins operating in northeast Brazil**

The first refinery built by Brazilian state-controlled oil giant Petrobras in 34 years began operating Saturday after nearly 10 years of construction work and a major controversy surrounding huge cost overruns and Venezuelan state oil company PDVSA's decision to pull out of the project. Petrobras said in a statement that it has begun producing oil derivatives at the Atmospheric Distillation Unit, or UDA, of the Abreu e Lima refinery, located in the northeastern state of Pernambuco.

"The first load of crude, after processing in the UDA, generated liquefied petroleum gas, naphtha, diesel and atmospheric residue," the statement added. It said that first load of crude also was broken down into gas that will be used as feedstock for the plant.

The refinery, Petrobras' first since Sao Jose dos Campos came online in the interior of the southeastern state of Sao Paulo in 1980, will operate at 64 percent of its full capacity until the company meets all its environmental requirements. It is scheduled to be fully operational in May 2015, when production of derivatives could reach 230,000 barrels per day.

Abreu e Lima has the largest diesel-production capacity of any of Petrobras' 11 refineries and will be counted on to reduce Brazil's large-scale imports of that fuel and meet up to 17 percent of the country's diesel consumption. Unlike Petrobras' other refineries, Abreu e Lima is designed to process heavy Brazilian crude from the Campos basin, an oil region off the coast of Rio de Janeiro state that accounts for 90 percent of the country's production.

The refinery belongs exclusively to Petrobras even though the initial plan was for Venezuela's PDVSA to take a 40 percent stake. PDVSA was unable to obtain a loan from Brazilian state development bank BNDES to finance the project due to lack of sufficient guarantees, and because of those problems Petrobras began building the facility by itself in 2007.

That has led to controversy because the project has been beset by cost overruns, with Petrobras investing nearly \$18 billion in the refinery, compared to an initial estimate of \$2.5 billion. The investments in Abreu e Lima and numerous other Petrobras-related contracts are being probed by police, prosecutors and lawmakers due to suspicion that contractors overcharged for their work and used a portion of those excess proceeds to pay kickbacks to political parties allied with the ruling Workers Party. A former Petrobras downstream director, Paulo Roberto Costa, has blown the whistle on the massive corruption scheme as part of a plea-bargain deal with prosecutors. **Source : Fox News Latino**

## **Austrian OMV, Gazprom to hold consultations on South Stream**

### **Italian company receives official notification on suspension of South Stream**

Austria's OMV oil and gas company said on Friday it continued consultations with Russia's gas giant Gazprom on the South Stream project. "We're in a dialogue with Gazprom," the company's press service said. Earlier, OMV CEO Gerhard Roiss said Gazprom had not held consultations with OMV before Russia announced suspending the construction of the South Stream pipeline. Roiss said he expected Gazprom to hold talks on South Stream. The South Stream project with the price of €15.5 billion was designed to supply 67 billion cubic meters of gas every year. Austria



expected first gas to run by South Stream in late 2016. The OMV company is Gazprom's key partner in Austria over 40 years. In 2013 Gazprom supplied 5.23 billion cubic meters of gas to OMV. **Source : ITAR TASS**

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## **Revision of Singapore Eastern Pilot Boarding Grounds**

1. The Port Master hereby makes the following revisions to the Pilot Boarding Grounds for the Port of Singapore:  
Revision of Eastern Pilot Boarding Grounds

a. Relocation of Singapore Pilot Eastern Boarding Ground "B" (PEBGB)

PEBGB will be relocated to (01° 15.408' N, 103° 56.956' E). This boarding ground is to be used by all vessels arriving from the west proceeding to the anchorages in the eastern sector of the port, or as may be directed by the Port Master.

b. Introduction of new Singapore Pilot Eastern Boarding Ground "C" (PEBGC)

A new Singapore Pilot Eastern Boarding Ground "C" (PEBGC) will be implemented at position (01° 15.885' N, 103° 57.834' E). This boarding ground is to be used by all vessels arriving from the east proceeding to the eastern or western sector of the port, or as may be directed by the Port Master.

2. There will be no changes to the other existing Pilot Boarding Grounds in the Port of Singapore. (Please refer to Appendix 1 for the revised list of Pilot Boarding Grounds in the port.)

Measures to Enhance Safety of Navigation for the Eastern Approaches of the Port of Singapore

3. MPA and PSA Marine have put in place a scheduling system for vessels embarking pilots at PEBGB and PEBGC.

Only 1 vessel will be scheduled to arrive at PEBGB and PEBGC at any one time; and the next vessel at an interval of not less than 15 minutes. To complement this, MPA has also established interim recommendatory measures for vessels embarking pilots at PEBGB and PEBGC. These vessels are strongly advised to adopt the following measures to ensure safety of navigation in the approaches to PEBGB and PEBGC.

a. A vessel proceeding to PEBGB or PEBGC should maintain a minimum separation distance of 1 nautical mile with a vessel ahead which is also proceeding to PEBGB or PEBGC. The information on vessels proceeding to PEBGB and PEBGC will be provided by the Singapore VTIS.

b. Vessels when executing the passage plan to the approaches of PEBGB and PEBGC shall do so at a safe speed, taking into consideration the separation distance and factors listed in Rule 6 of the COLREGs, such as the state of visibility, available sea room and traffic density among others.

c. Vessels on the eastbound lane of the Traffic Separation Scheme (TSS) intending to cross the TSS on an approach to PEBGB are advised to do so at right angles to the TSS, and in compliance with the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) and the good practice of seamanship.

4. The Singapore Strait is a relatively narrow and busy waterway. For safety of navigation, Masters and watchkeeping officers of all vessels are reminded to fully comply with the COLREGs at all times. Masters and watchkeeping officers of vessels are also reminded of the importance of keeping proper lookout and proceeding at safe speeds when navigating. They are also reminded to conduct passage planning for the safe conduct of vessels.

5. In line with the good practice of seamanship to enhance the situational awareness of other marine traffic in the vicinity, Masters of vessels making an approach to the Singapore Pilot Boarding Grounds (as listed in Appendix 1) are recommended to share their designated pilot embarkation ground in their onboard Automatic Identification System (AIS). For example, vessels heading to PEBGB are encouraged to indicate "Singapore – PEBGB" in their AIS.

6. Shipowners, Managers and agents are requested to bring the contents of this circular to the attention of Masters and officers.

7. A chartlet showing the revisions to the Pilot Boarding Grounds is attached in Appendix 2. Notices to Mariner will also be promulgated to inform mariners of the change in position of PEBGB and the new PEBGC.

For more info, please refer to the circular below:

[http://www.mpa.gov.sg/sites/circulars\\_and\\_notices/pdfs/port\\_marine\\_circulars/pc14-15.pdf](http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_circulars/pc14-15.pdf)

Source: MPA.

## **New £42m CalMac ferry visits home port in Stornoway for first time**

The new £42m MV **LOCH SEAFORTH** has visited her home port in Stornoway for the first time. The 7800-tonne ferry made a brief appearance before returning to a lay-up berth on the Clyde. The vessel is currently unable to dock in Stornoway because upgrade works at the terminal pier have yet to be completed.

A spokesperson for operators CalMac said she was sailed to the area "as part of crew familiarisation exercises".

Since departing the **Flensburger Schiffbau Gesellschaft (FSG)** shipyard in Germany, the ferry has been laid-up in Greenock until the extension to Stornoway's number three pier is completed. Civil engineers faced problems in strengthening the pier to handle robust berthing. The **Loch Seaforth** was built to replace the MV **ISLE OF LEWIS** and the MV **CLIPPER RANGER** for the busy Stornoway to Ullapool route. The vessel, which can carry up to 700 passengers and 143 cars, will enter into service next year. Source : **STV news**

## **Quarantine and Charterparties**

### **Applicability: Shipowners and Charterers**

Until the recent Ebola outbreak in West Africa, the legal questions concerning quarantine and charterparties were the stuff of theoretical and textbook debate. It is, however, now very appropriate to review charter arrangements in the light of not just the existing outbreak but also to prepare for the likely risk of similar situations in the future.

The Association is grateful to Messrs. **Hill Dickinson** for assisting with this update.

### **The situation**

Until the recent Ebola outbreak started to grab the attention of the world's media it had been a long time since a disease had caused this much of an issue for shipping and trade. This may in part be due to the nature of communication and media in the 21st century, a 24 hour world with instant news reporting, which is why issues such as the plague outbreak in India in the 1990s were perhaps much lesser known events and which caused far less disruption to shipping activities. Going forward, should there be any similar situation, it is likely that we will see a repeat of the same developments as we have seen with the Ebola outbreak and shipping needs to be ready for this eventuality.

That means it will be prudent to review existing charter arrangements and ensure that future contracts incorporate appropriate terms that adequately balance risk and responsibility between the parties should a charter period or a particular voyage be affected by the outbreak of an infectious disease or subsequent quarantine arrangements.

In the republished note from Messrs. **Hill Dickinson** there is a concise review of the legal position under both time and voyage charters, and members are recommended to familiarise themselves with the same.

### **Loss prevention advice**

The Association has and continues to counsel members to take due care in their contractual arrangements and ensure they are sufficiently comprehensive to deal not just with the very likely events of the upcoming fixture, but also contain sufficient clauses to deal with the less likely and indeed the outlier events. It is the latter that, when they do occur, cause the most significant challenges as the absence of suitable contract terms will often mean that the actual contract position is uncertain and any legal dispute on it will have an unpredictable outcome. It is understood that BIMCO is actively working on a new clause for charterparties to address some of the issues that arose consequent the West African Ebola outbreak, and in the meantime it may be prudent to create bespoke clauses for specific new fixtures. For specific queries related to entered vessels, members are asked to contact their usual Skuld Business unit.

Source: Skuld

## FSUE "Rosmorport" signs seven more agreements at "Transport Week – 2014"

On the second day of VIII Exhibition "Transport of Russia" taking place from 4 to 6 December in the framework of "Transport Week – 2014" General Director of FSUE "Rosmorport" Andrey Tarasenko signed a range of agreements in the press-centre of "Gostiny Dvor" exhibition centre in presence of Minister of Transport of Russia Maxim Sokolov:

- agreement on collaboration in realization of a bulk-oil transshipment complex construction project in Olya seaport of the Astrakhan Region between FSUE "Rosmorport", OJSC "Olya petrochemical terminal" and CJSC "Olya commercial seaport";
- agreement on collaboration for designing of objects provided by the coal-oriented terminal construction project in Beringovsky seaport (Arinay lagoon) between FSUE "Rosmorport" and LLC "Beringtransugol";
- agreement on collaboration for designing of the sea terminal objects and auxiliary engineering infrastructure within project realization on construction of a complex for liquefied natural gas production and transshipment in Vladivostok area between FSUE "Rosmorport" and LLC "Gasprom SPG Vladivostok";
- agreement on collaboration for designing of the object provided by investment project for creation and Taman oil terminal approach canal construction, and also construction of Taman liquefied natural gas base in Taman seaport between FSUE "Rosmorport" and CJSC "Tamanneftegas";
- agreement on collaboration for financing and management of the construction process and coordination of in-service date for Taman bulk cargo terminal between FSUE "Rosmorport" and LLC "OTEKO-Portservice";
- agreement on collaboration for development of education, science, technics and innovations used at sea transport between FSUE "Rosmorport" and Federal State Budgetary Educational Institution of Higher Professional Education "Admiral Makarov State University of Maritime and Inland Shipping";
- agreement on collaboration for designing of objects provided by the project of international marine terminal construction for cruise and passenger vessels taking in Pionersky city of the Kaliningrad Region between FSUE "Rosmorport" and the Kaliningrad Region Government. Earlier FSUE "Rosmorport" signed 5 other agreements within the "Transport Week – 2014". Source : Portnews

## MARITIME ARTIST CORNER



Latest oil painting from [Hans Breeman](#). This is one of the many ferries operated by [Caledonian MacBrayne](#), working its way to one of the islands on the other site. Her name is [CALEDONIAN ISLES](#). Normally it is a pleasure to make a short crossing with one of these pleasant ships. [www.hansbreeman.nl](http://www.hansbreeman.nl)

## BOEKBESPREKING

Auteur : Frank NEYTS

## "Jaarboek Binnenvaart 2014"

Bij De Alk verscheen naar jaarlijkse traditie "[Jaarboek Binnenvaart 2014](#)". Het Droge Lading Comité (DLC) presenteert een plan voor structuurverandering in de droge-ladingvaart. Poolvorming lijkt de redding. Maar niet alleen de droge-lading zit in de problemen, ook de tankvaart komt in de knel.

Ondertussen gaat het sluispersoneel in Duitsland staken. Pas na twee maanden van flinke vertragingen voor de binnenvaart, bereikt ambtenarenvakbond Verdi een akkoord met de Duitse ministers. Binnenvaart Logistiek Nederland (BLN) tekent de statuten. De inkt is echter amper droog, of voorzitter Piet IJssels trekt zich terug. Bij Koninklijke Schuttevaer stappen voorzitter Annemie Jorritsma en vicevoorzitter Ype Dijkstra op. In Nederland zorgen de CCR-eisen nog steeds voor onrust. Het beleid van minister Schultz voor het betaald afgeven van huishoudelijk afval, stuit op verzet. De binnenvaart probeert de minister op andere gedachten te brengen, maar deze houdt voet bij stuk. Het Jaarboek Binnenvaart geeft in foto's, korte nieuwslijnen, nieuwsverhalen en menselijke verhalen een overzicht van het jaar, dat zich uitstrekt van juli 2013 tot en met juni 2014. "**Jaarboek Binnenvaart 2014**" (ISBN 978-90-6013-500-6) werd als hardback op A4-formaat uitgegeven en telt 136 pagina's. Het boek kost 25,00 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. +32(0)53.78.87.00, Fax +32(0)53.78.26.91, [www.boekenbank.be](http://www.boekenbank.be), E-mail: [admin@agorabooks.com](mailto:admin@agorabooks.com).

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



Sunrise in Cartagena (Colombia) as seen from Jan de Nul's TSHD **PEDRO ALVARES CABRAL**  
**Photo : Franky Moens ©**

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