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**The MTS VISCOUNT arrived with the SKYLINE BARGE 21 in Rotterdam**

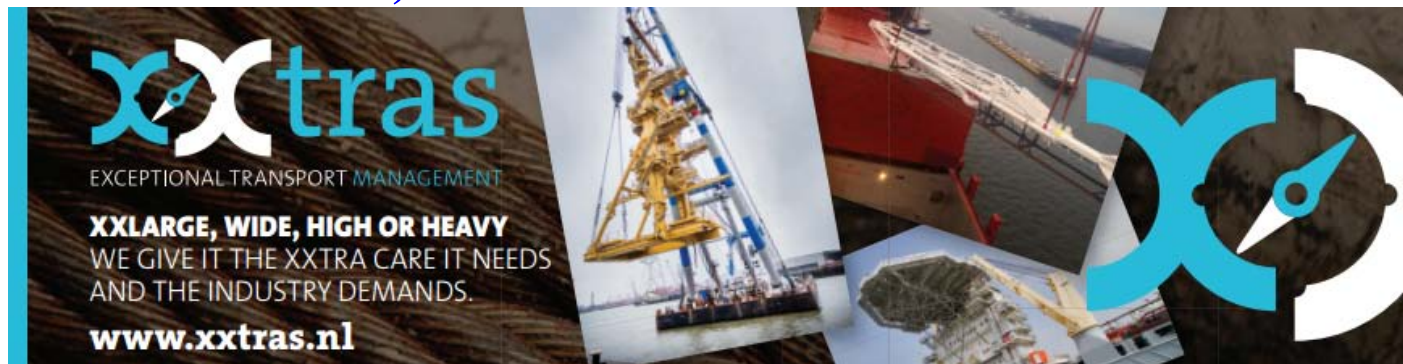
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## EVENTS, INCIDENTS & OPERATIONS



The **SCHELDEGRACHT** spotted anchored off Haifa before entering Kishon harbour – Photo : Peter Szamosi (c)



**SEATECH** like to wish you all joy and happiness of the Holiday Season. May you be blessed with Peace, love and joy! Merry Christmas and Happy New Year **RICHARD WISSE** and family wish you Merry Christmas and Happy New year en **MARRY & EWUOD KLOP** – PD3WDK wenst u allen prettige kerstdagen en een gelukkig nieuw jaar

## Maersk Tankers sells MR

Maersk Tankers continues the renewal of its products tanker fleet with the sale of a second 1990s built medium range (MR) tanker in two weeks.

The 45,000-dwt **MAERSK CLAIRE** (built 1996) is reported sold to an undisclosed buyer. The Halla-built tanker has fetched \$8m, sources say. Last week the sistership **MAERSK CLARISSA** (built 1997) was sold for \$8.5m.





The **MAERSK CLAIRE** moored in Willemstad (Curacao) Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

In November TradeWinds reported that Maersk had bought four 50,000-dwt tanker newbuildings from Horizon Tankers for \$34.75m each. The ships are under construction at Sungdong Shipbuilding for delivery in 2015 and 2016. The deal was confirmed by Maersk this week. The Danish owner has also bought five handysize and two other MR tankers second hand in the last six months. Source : Tradewinds



Merry Christmas and Happy New Year and best wishes from the crew onboard the **SIEM STORK**, Prettige kerstdagen en een voorspoedig en gezond 2015 van **REINIER EN YVONNE VAN DE WETERING** and HAPPY NEW YEAR AND GOOD SAILING from **SEAZIP**



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## Fire Extinguished on Costa neoClassica Cruise

A fire broke out in the funnel aboard Costa Cruises' recently relaunched **COSTAneoCLASSICA** Dec. 23 while sailing in the Red Sea. No injuries were reported. The fire was extinguished and the ship was operating normally as it docked in

Aqaba on Dec. 24. The company said damage was confined to the external part of the funnel, but an investigation into the cause is underway. The ship is awaiting clearance from Classification Society and Maritime Authority officers, so the departure from Aqaba is expected to be delayed slightly. However, arrival in Eliat was still expected at 6 a.m. local time Dec. 25.



File photo of the **COSTA CLASSICA** – Photo : Martin Lochte-Holtgreven (c)

The company said shipboard personnel quickly extinguished the fire, which was detected at about 9:25 p.m. Italy time while the ship was en route to Aqaba. "The safety of guests and crew was never put at risk and no injury was reported," Costa said. "As a precaution and as per procedures, general emergency signals were given, however the guests were released shortly thereafter. Ship services continued to function throughout without interruption. The ship reached her destination port in Aqaba and is now berthed. Proper investigations on root causes are in progress and the situation is normal." The ship is operating a 25-day Indian Ocean itinerary.

The 1,680-passenger, 53,000-ton **COSTA CLASSICA** just re-entered service as the **COSTAneoCLASSICA** after a \$28.1 million renovation. It is part of Costa's neoCollection, and joins the **neoRomantica** and **neoRiviera** in offering "slow cruise" itineraries designed to let passengers savor the "culture, scenery and flavors of each port of call."

Source : **Travelpulse**



Grimaldi's **GRANDE BUENOS AIRES** moored at pier Europe in Le Havre

Photo : Emmanuel Godillon - <http://larmes-de-rouille.piwigo.com> ©

## **On illegal fishing front, TNI still finding it hard to catch 'big fish'**

Criticized for netting only the small fry in its struggle against illegal fishing, the Indonesian Military (TNI) has claimed that the vast maritime territory and lack of equipment are its biggest obstacles in catching larger boats. "We are very serious in doing our job and never play games on this duty or pussyfoot [with the illegal fishermen]," TNI commander Gen. Moeldoko told reporters before attending an executive meeting at the military headquarters in Cilangkap, East



Jakarta, on Monday. He also denied that the force's slow response was due to collusion with the perpetrators. Moeldoko said the military, especially the Navy, found many difficulties in doing its job because of the huge size of Indonesia's waters, lack of fuel supply and technical issues. "Our seas are enormous, although they look small on the map," he said. With the large maritime territory, Moeldoko said the Navy needed more fuel to operate its patrol boats and frigates. For example, the Navy needs Rp 900 million (US\$72,358) worth of fuel just to operate a frigate to patrol the country's Exclusive Economic Zone (EEZ), which is the extension of a coastal state's territorial rights. The zone can extend up to 200 miles seaward from the state's coastline. The Navy's ships are scattered throughout Indonesia's territory, making it difficult to mobilize a vessel from one area to another. It takes hours or even days to reach destinations due to the space involved. "When we reach an area, the illegal ship has disappeared or has moved to another area," Moeldoko said, adding that the illegal fishing usually occurred on Indonesia's borders. The military chief also stated that illegal fishing boats had their own radars, which were technologically advanced, and their ships were faster compared to the Navy's ships. "We need time and space, that is why we cannot arrest all illegal fishing boats across the country faster. We get the information, but to move we need space and time," he said. Earlier, Maritime Affairs and Fisheries Minister Susi Pudjiastuti reported that 13 illegal fishing vessels from China and Taiwan had been detected around Indonesia's waters. However, the Navy had neither information on the illegal fishing boats nor the orders to seize the vessels. Moeldoko said that even though the Air Force found the illegal boats fishing in the territory of Indonesia, it could not fire on them. "Shooting fishing boats using jet fighters is impossible because we have legal mechanisms," he said. Navy chief of staff Adm. Marsutio said the Navy not only combatted illegal fishing but had many other tasks as well. "We have to safeguard our territory and maintain diplomacy with other countries. It is part of our mandate," he said.

Indonesia loses about Rp 300 trillion annually due to illegal fishing and currently there are some 5,400 illegal ships operating in Indonesia's territory. President Joko "Jokowi" Widodo has instructed law enforcers to take firm action against foreign ships stealing fish from Indonesian waters, including by sinking them on the spot. On Dec. 5, the Navy destroyed three Vietnamese boats for illegally fishing in Tanjung Padas waters in Riau Islands province. The three ships were caught by the Navy on Nov. 2. On Dec. 21, the Navy blew up two other illegal ships at Laha Teluk, Ambon. The ships, flying the Papua New Guinea (PNG) flag, were caught on Dec. 7 near the border of Indonesia and PNG.

Article 69 of Law No. 45/2009 on fisheries stipulates that the coast guard can sink foreign vessels operating illegally in the country's territorial waters based on sufficient preliminary evidence. **Source : The Jakarta Post**



Season greeting from the **NORTH SEA TANKERS** team and Happy Holidays from the hard working **VEENDAM** deck department! and **ABIS SHIPPING** wish everyone a happy new year and a prosperous 2015

**CLICK at the cards to enlarge the cards !**

# NEW LIFE BREATHED INTO THE VESTAS WIND

Seldom does a salvage operation run as smoothly as that of the Volvo Ocean Racing yacht, “**Vestas Wind**”.



In a joint venture between **Subtech** and **Svitzer**, a team consisting of Neil **Scott-Williams**, **Morgan Castle** and **Morne Uys** of Subtech and **Mike Smith** and **Rob Hare**, veteran salvors from **Svitzer** was mobilized from South Africa under a Bimco Wreckhire to refloat and recover, intact, the remains of the “**Vestas Wind**” from the Cargados



Carajos Shoal, 250nm North of Mauritius. The main objective being to salvage the deck intact to install in a new boat to be built, as that was the one item that would not be ready in time to make re-entry into the race possible. Through the efforts of major sponsor, **Maersk**, arrangements were made for a container vessel, the “**Jula S**” to divert course and rendezvous with the salvage team during a very small window of time, on Sunday afternoon, off the Cargados Carajos Shoal. This gave the salvage team 2,5 days to inspect the vessel, confirm the method of salvage and then execute on the plan to be floating and ready for the “**Jula S**” or risk missing the opportunity and scuttling any chance of **Team Vestas Wind** re-entering the race.

In Mauritius, the **Subtech/Svitzer** team joined forces with **Team Vestas Wind** in the form of team manager, **Neil Cox**, “**Vestas Wind**” Skipper, **Chris Nicolson** and shore skipper **Tom Kif**. Local Support in the form of **Raphael Fishing**, concession holders for the Cargados Carajos Shoals, through general manager **Alain Langlois** and his very capable righthand man, **Julien Merven** closed the loop on the most competent team for the job one could possibly wish for.

Due to the extremely remote position of the casualty, a plan combining the salvage experience of **Subtech/Svitzer**, vessel knowledge and understanding of **Team Vestas** together with the local knowledge of **Raphael Fishing** was formulated. The plan catered for almost any eventuality and outcome ranging from refloat and rendezvous with the “**JULA S**” through to cutting her up on site for disposal in Mauritius and a few others in between.

The three primary challenges identified were cutting of the keel (650 x 150mm forged tool steel), removing the rigging (due to the instability and risk factor it introduced) and re-establishment of sufficient ballast and buoyancy to refloat in a minimum of 40cm of water. Confirmation of the planned methodology for each process could only be made on day





1, during the first visual inspection. Planning the equipment for this operation offered some challenges, nothing could be left to chance, once we were out there we only had one shot at it. To re-mobilize for any revised solution would almost certainly result in a wreck removal and no chance of re-entry to the race.



Equipment and personnel were mobilized on board the Raphael Fishing charter yacht, **"GRYPHON"**, a 90' liveaboard normally used for birding and fly fishing charters to the area. 24 hours after sailing from Port Louis the team awakened to what any water loving tourist would term "Paradise", crystal clear water, white sand, coral reef, teeming sea life, birds so unaccustomed to man that you could walk right up to them on their nests with their chicks without them taking flight. On the horizon in the distance you could make out the tilted silhouette of the

stranded **"VESTAS WIND"**

Shortly after arrival the true might of Raphael Fishing became evident when a flotilla of 6m skiffs manned by a strong team of local fishermen, arrived alongside the Gryphon and it was a matter of minutes before the first team consisting of **Neil Scott-Williams, Neil Cox, Chris Nicholson** and MTD Surveyor, **James Hammond** were on their way to the casualty to make the tough decisions and sense test weeks of joint deliberation. Close behind them followed the balance of the team and first wave of equipment.

At first inspection it was noted that the entire starboard quarter was missing from the transom through to the forward keel bulkhead but Plan A seemed very feasible and the teams kicked into immediate action with **Subtech/Svitzer** tackling the keel and re-establishment of watertight integrity of the hull, team **VESTAS WIND** preparing deck equipment and rigging and **Raphael Fishing** supporting all activities through their team of able and willing mariners lead by the indomitable **Julien Merven**.

Very quickly it became apparent that the operation would be very tidally dependent with the teams unable to work over the high tide. Equipment was nevertheless set up and the primary operation of cutting the keel tested. Due to the difficulty in cutting forged tool steel, **Subtech/ Svitzer** elected to use Broco thermic lances and from the first strike it was apparent that it was the right decision. Using the remainder of the tidal window, all systems were tested and proven functional before the team demobilized for the high tide.

During the next 2 low tides the keel was cut 80%, a 4 point anchor spread established, cross hauls on the mast established to create stability during the cut, buoyancy introduced to the missing starboard quarter and internal bulkheads re-established to allow maximum buoyancy. We were doing well.

On the next high tide, lunch was disturbed by a radio call to say the vessel was moving and that the scaffold work platforms were being threatened. Teams jumped into action and on arrival found the tide to be significantly higher than expected and that the vessel had indeed moved about 3m but that the 4 point mooring was holding strong and true. She was safe but it was clear that on the following low tide we had to refloat and that included completing the keel cut, lowering the mast and rigging and ensuring she was ballasted correctly and watertight, it was going to be a long shift working late into the night, not ideal.

Once again, only exceptional effort and competence of all parties involved ensured that by the turn of the tide, all was ready for the refloat. Now as any salvor knows, when working to beat a tide it seems to come in like lighting but when waiting for the tide, it seems not to move. With all tasks complete the waiting started. We all expected some dramatic banging on the reef as the waves started to roll in, but nothing, just gentle movement. Morgan decided to come up on the stern line and pay out on the bow and all of a sudden we were moving. In the pitch black of a moonless night, all hands were required to navigate the yacht between the exposed coral heads all around. But within a couple of hours we were floating safely in calm water out of the reach of the breaking waves. Perfect trim and shallow draft... more good luck than good judgement but making for a very happy salvage team.

Once again, a 4 point anchor system was established and the yacht secured for the remainder of the night with a caretaker team looking after her till morning. Morning found her floating beautifully where we left her and team mobilized to recover all remaining equipment from the reef including keel, mast and all equipment used for the salvage. With the incoming tide, **"VESTAS WIND"** was towed out and brought alongside the **"GRYPHON"** out on her anchorage to stand by for the arrival of the **"JULA S"**

Not having charts for the area, "**JULA S**" was concerned about the approach but fortunately the captain of the "**GRYPHON**", **Roger Addisson**, was an ex Mauritian Pilot of many years experience in Mauritius and the Cargados Carajos Shoal areas and was able to give reassurance



regarding the approach and provide the vessel with the charts enabling them to approach within one mile of the "**GRYPHON**" thereby making the job infinitely easier.



Once "**JULA S**" was at anchor, the "**VESTAS WIND**" was towed across by **Gabby**, Raphael Fishing's senior man on the islands, and handed over to the vessel. Here, within the space of an hour, through the coordinated efforts of all parties, the "**VESTAS WIND**" was securely lashed in place and the "**JULA S**" was able to sail, only 15 minutes later than scheduled. Not often does an operation run as smoothly as this and one needs to recognize the efforts of all parties mentioned above, meticulous planning and robust negotiation bringing a wide range of contributory skills into play was the main factor but one cannot ignore the one ingredient that so often makes such a big difference to any outcome, **TEAMWORK**. Source :

Subtech / Svitzer,



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## Dun Laoghaire ceremony recalls 15 drowned RNLI crew

Volunteers died on Christmas Eve 1895 when lifeboat capsized during rescue





A ceremony was held in Dun Laoghaire on Christmas Eve to remember the 15 RNLI volunteers who drowned on Christmas Eve 119 years ago in 1895. The annual lifeboat event in the Co Dublin harbour also remembers all those



who have lost their lives around the coast this year.

The crew died when their lifeboat capsized in gale force winds during the attempted rescue of 20 people on a ship, the SS Palme of Finland, which ran aground off Blackrock. None of the lifeboat crew survived. The lifeboat capsized some 500 metres from the boat. A second lifeboat also went out and capsized under sail but fortunately all of them survived.

Relatives of the crew were among the small crowd gathered at the event. The ceremony at the lighthouse battery included musician William Byrne, journalist Fergal Keane and lone piper Paul McNally member of the Dublin Fire Brigade pipe band playing a lament. Keane read a newspaper account of the event from The Irish Times in 1895. Members of the Coast Guard and the Civil Defence form a guard of honour. Wreaths were laid by RNLI crews at the sea close to the East Pier. **Source : Irishtimes**



Vanuit Ijmuiden wenst **JAN , TJALTJE , JEROEN & SHAULA PLUG** U een gezond 2015 toe, and **JW VAN STEE** wish you happy new year en de vrijwilligers van het **KNRM station KATWIJK** wenst U allen een gelukkig 2015 ! **CLICK at the cards to enlarge the cards !**

## Helmsman Stan sets new RNLI record

One of London's longest-serving **RNLI** crew members has become the first



in the capital to have responded to more than **1,000 lifeboat emergency call-outs** - **rescuing 295 people** and saving 47 lives along the way. **Stan Todd**, full-time helmsman at London's **Tower lifeboat**

**station** next to Waterloo Bridge, reached the impressive milestone this month after clocking up more than 34 years saving lives at sea and on the River Thames. During that time he has plucked swimmers from the waters, rescued people from sinking boats and found frightened children drifting miles out to sea in rubber dinghies. Nicknamed **STORMY STAN** for his





ability to helm a lifeboat in the fiercest of seas, **Stan** first joined **Brighton RNLI** as a volunteer aged 21 in August 1980. He spent 21 years rescuing people off the south coast before being recruited to the newly-formed **RNLI** service on the River Thames in 2001. Ever since then he has been a key member of the busiest lifeboat station in the UK and the desire to save lives still burns brightly within the 55-year-old from Patcham, East Sussex. Stan said: "When the emergency bell goes there is still the adrenalin rush the pager used to give me 30 years ago. I like not knowing what is going to happen each day and that if someone out there needs me, I'll do everything I possibly can to be there for them." In 1986, Stan was presented with a bravery award for his part in rescuing three people whose yacht had been smashed to pieces against Brighton Harbour wall during Hurricane Charley. After the RNLI lifeboat capsized three times, **Stan** and fellow crewman **Roger Cohen** swam 200 metres through huge waves towing the yacht's life raft with its crew inside to safety. Despite the ordeal, the RNLI crew went back out to sea just five hours later to respond to another emergency. **Source : littlehamptongazette**



May all your hopes and dreams come true from **IPS** and all at **ZPMC – REDBOX** wish you a Safe and Successful new year and Happy Holidays

*Waar de meeuwen schreeuwen daar voel ik me thuis.  
De afgelopen zomer was adorabel en vrolijk met al dat gespuis.  
In Rotterdam kleine koolmeesjes en in Zeeland een jonge meeuw,  
Aan boord een aangevlogen duif die slaakte van moeheid een geeuw.*

*In Frankrijk een gedreven kanoër die al 3 jaar roeit voor de vluchtelingen  
Een op hol geslagen stier en 200 sluizen voor die Nederlandse schepelingen  
Ons motto is af en toe "Op de plaats rust en een time-out"  
Want voor je het weet ben je oud.*

*Zo vergaat de zomer en glijdt de herfst binnen  
Om aan een winter en een Nieuwjaar te beginnen.  
Wij houden dit jaar voor gezien  
En wensen een ieder een Voortvarend 2015  
Huberta en Dick Buitenhuis*





**Dutch Offshore Contractors BV** have realised a sinkpit at Flushing, the Netherlands. The first carrier to use it was **MV Xia Zhi Yuan 6** earlier this month. The loading operations of the vessel were also executed under complete management of **DOC**.

## Dry Bulk: Second hand vessel prices edge down by the day on the back of weak freight market

The gradual fall of the dry bulk freight market over the course of the past couple of months was enough to erase the rally which preceded and in essence dent any hopes that were left about the market staging a sustainable recovery this year. At the same time, as the end of the fourth quarter is approaching, shipbroker Intermodal noted that “we are all witness to the second hand market prices softening day by day. Any new deal surfacing the market is at significantly lower level compared to the previous last done. In this respect, some Owners are accepting these new discounted levels, accepting the new asset level reality, whereas others prefer to withdraw their ships or chose to wait, hoping to find more eager Buyers who can pay their aiming levels”, said the shipbroker Snp Team in its Shanghai office.

According to Intermodal's data, “for the modern dry bulker tonnages, owners are still holding back and are insisting on asking prices, which in some cases are more in sync with the levels of the market six months ago. Most of them, however, are trying to fix the ships in small period contracts that will help them sit through the bad market in the next few months, hoping that by the end of the contracts they will face a better market. Some unrealistically priced sale candidates, which still remain in the market, have created a small increase in the supply of tonnage for sale which does not help the more serious Sellers to get a good or at least a decent price for their vessels”.

At the same time, in yet a worrimsome sign, “demolition prices are softening every week and the period of time where the prices were around 480-500 usd/ldt for bulkers is well behind us. Today, we can see Owners receiving figures at around 420-430 usd/ldt basis delivery in Bangladesh or West coast of India. Many people in this industry are pessimistic and they don't expect any increase in demo prices in the near future, with some expecting average demo bids to fall below the 400 usd/ldt mark sooner rather than later. The iron ore and steel price remain on a downward slope, while the continuous imports of cheap Chinese scrap steel is still the main hurdle faced by demo breakers in the Indian subcontinent”.

Intermodal added that “the softening of the demo market has had a big impact on the selling prices of the early/mid 90s built dry bulk carriers since their value calculation is usually based on the demo price plus a premium. This is most notable on Panamax and Handymax dry bulk tonnage, which have lost significant value during the past months and all this doesn't seem to be changing soon, as the vessels on the market are too many and the majority of the Buyers are based in China, who is well accustomed in being patient in order to get something cheap. Chinese Buyers already seem to be attracted by the present lows of the market and there is definitely some warming up of activity here. However, as everybody has a feeling that prices will most probably keep dropping, as a result of the continuously softening demo prices, most potential Buyers chose to wait a little further before they invest in second-hand tonnage. The logic behind this is that instead of acquiring now a low-mid 90's blt ship, there might be an opportunity in the very near future to purchase, at a similar value, a late 90's blt tonnage”.

Finally, the shipbroker noted that “hopefully, these bad market conditions will come to an end soon. If this situation persists for long enough though, everybody involved in the industry will start facing problems. On the other hand, this hasn't had a significant effect on Tanker Owners who are trading in a significantly improved freight market, ever since oil prices dropped and demand of oil increased. But whether this perfect storm will continue to favor the tanker market is the million dollar question here”, Intermodal concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The 2012 built BHS flag vehicle carrier **GLOVIS CARAVEL** entering Grand Harbour, Malta on Wednesday 24th December, 2014 for the first time. **Photo : Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## **Work starts on components for Ghana's second FPSO**

**A new fabrication facility for the oil sector has opened at Sekondi in the Western Region.**

The yard has been built by Tullow Oil to fabricate components for the TEN Project, Ghana's next major oil development, on land leased from the Ghana Navy. Work at the site has started on the fabrication of nine anchor piles for Ghana's second floating production and storage (FPSO) vessel, which will start producing oil from the Tweneboa, Enyenra and Ntomme (TEN) fields in mid-2016.

The 122 tonne, 23 metre high steel cylinders will anchor the FPSO to the seabed, keeping it in place during its lifetime. The yard provides new fabrication capability, enabling more work to be done in-country. This will be the first time that FPSO anchor piles have been constructed in Ghana. Following the completion of the anchor piles in April 2015, the facility will be used to fabricate jumper spools for the TEN Project, which will connect subsea production equipment on the seabed. Tullow Ghana Ltd General Manager Charles Darku commented: "It's fantastic to see work has started at this new facility. We are grateful to the Navy for allowing us to lease the land. The TEN Project is making good its local content commitments and I'm very proud that Tullow is leading the first project to fabricate important FPSO components in Ghana." Alex Mould, CEO of the Ghana National Petroleum Corporation, said: "As one of the TEN



Partners, we are pleased to be associated with the efforts that the field Operator, Tullow, is pursuing. It is tangible evidence that we are delivering on the commitments made in the TEN Development Plan, approved by the Minister of Energy & Petroleum, and also provides Ghana with a sustainable legacy that will support not just the TEN and Jubilee developments, but future oil projects as well. We congratulate all associated with this significant achievement." A second new fabrication yard, also commissioned to fabricate components for the TEN Project, will soon open in Takoradi port. Being built by Subsea7, this facility will be used to fabricate anchor piles for subsea manifolds. Working in collaboration with the Petroleum Commission, the TEN Project is committed to maximising the amount of work undertaken in Ghana. Earlier this year, module support stools for the FPSO were fabricated by Seaweld Engineering Ltd and Orsam Ltd in Tema and Takoradi, subsea mud mats are currently being fabricated by Harlequin International Ghana Ltd and Accra-based Hydra Offshore Group is supplying engineering services to the project. **Source: Tullow**



The **SEABOURN ODYSSEY** seen arriving at Port Phillip Heads in bound for Melbourne **Photo : Bill Barber ©**



With the very best wishes from  
**TSCHUDI**



The very best wishes from the **TSCHUDI team** as well Happy New Year from the crew of HAL's **STATENDAM** which celebrated their Christmas in Honolulu (Hawaii) **Looks good guys !!** and a Happy and prosperous new year from the hard working dredgers of the **NATIONAL MARINE DREDGING COMPANY** at the New Suez Canal Project **CLICK at the cards to enlarge the cards !**



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## Judge orders YM arrest

A US judge has issued an order to arrest a **Yang Ming Marine Transport**-owned boxship over a disputed **OW Bunker** fuel bill District Judge Benjamin Settle, of the federal court in Tacoma, Washington, issued the order to seize the 5,550-teu **YM SUCCES** (built 2004) after fuel supplier Bunker Holdings filed a lawsuit requesting the arrest.

While several arrest lawsuits have been filed in the US over bunkers bought through OW Bunker and its affiliates before the Danish supplier collapsed into liquidation, Bunker Holdings' complaint centres on fuel sold a month later by a Singapore-based OW entity. Bunker Holdings says it was hired by OW Bunker Far East on 8 December to provide bunkers to the post-panamax YM Success at Nakhodka, Russia, according to the lawsuit filed by law firms Chalos & Co and Nicoll Black & Feig. Cyprus-based Bunker Holdings then hired Baltic Tanker to deliver the bunkers to the containership. The plaintiff says it has yet to be paid and is owed \$1.89m. as could be seen in [newsclippings 359](#) at the photo supplied by **Ryan Bethel** the ship is currently anchored off Tacoma. Taiwan-based **Yang Ming** could not be immediately reached for comment. **Source : Tradewinds**

## CMA CGM to improve its offer between Europe, the Mediterranean and West Africa by specializing its EURAF 1 and EURAF 2 services



The 2006 built **CMA CGM SAMBHAR** outbound from Rotterdam bound for Hamburg

**Photo : Jan Oosterboer (c)**

In order to continue improving its offer and to meet its African and European clients' needs, the **CMA CGM Group** is pleased to announce the specialization of its **EURAF 1** and **EURAF 2** services.

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The **EURAF 1** service will deploy 6 **3,500 TEU** vessels on the following direct weekly rotation: Dunkirk, Antwerp, Le Havre, Montoir, Tangiers, Dakar, Abidjan, Dakar, Tangiers and Dunkirk.

The first voyage will start from Dunkirk, on January 22nd 2015, on the **CS DISCOVERY**. The **CMA CGM Group** will be the unique operator of the service.

The **EURAF 2** service will deploy 6 **2,600 TEU** vessels on the following direct weekly rotation: Antwerp, Hamburg, London Gateway, Tangiers, TinCan, Tema, Abidjan and Antwerp. The first voyage will start from Antwerp, on January 25th 2015, on the MV **FRISIA HELSINKIN**. **Source: CMA CGM**

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The **CMA CGM MARCO POLO** seen outbound in Rotterdam-Europoort – Photo : Henk Spanjer (c)



All the best wishes for 2015 from **FRED CLAESSEN** – [www.maritimememories.nl](http://www.maritimememories.nl) FELIZ NAVIDAD Y PROSPERO AÑO 2015  
From the crew of the TSHD **CORONAUT** Een succesvol 2015 gewenst door Maritime Artist **HANS BREEMAN** [CLICK](#)  
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## Akuo, DCNS, Entrepouse Sign NAUTILUS Contract



Akuo Energy, DCNS and Entrepouse (VINCI Construction) have signed a partnership agreement regarding an Ocean Thermal Energy Conversion (OTEC) plant project on the island of Martinique, a project called NAUTILUS. Akuo Energy will entrust the design and construction of this plant to DCNS and Entrepouse.

Manuel Valls stated: "The NAUTILUS onshore Ocean Thermal Energy Conversion project can help expand the showcase of French know-how (...). That is why I want the government to

assess the financing that is necessary for this job-creating project. The costs and benefits need to be accurately appraised in order to define under what conditions it could be incorporated within Martinique's next multiannual energy program."

This low-power onshore OTEC plant will make it possible to combine air-conditioning, freshwater production and aquaculture solutions with electricity production by using deep-sea cold water. The NAUTILUS project will complement the NEMO offshore OTEC plant project that Akuo Energy and DCNS have already planned to install off the coast of this Caribbean island. It should help Martinique become energy self-sufficient. Eric Scotto, Chairman of Akuo Energy, commented: "Ocean Thermal Energy Conversion has very substantial potential. This is clean, renewable and continuous energy. Looking at the intertropical convergence zone alone, it could cover the electricity requirements of 600 million inhabitants. We are very pleased to be collaborating with DCNS and Entrepouse in this final stage of the validation of a technology that is already mature." Hervé Guillou, Chairman and CEO of DCNS, said: "The NAUTILUS and NEMO projects that we are going to carry out together in Martinique will enable us to assess the two OTEC technologies that DCNS has developed and that could eventually benefit all maritime tropical regions that are not

connected to continental electricity networks. This is also an opportunity for France to prepare for the upramping of the expertise of its various industrial players and develop a sector of excellence that can be exported."

Benoit Lecinq, CEO of the Entrepouse group, added: "Alongside Akuo Energy and DCNS, the Entrepouse group is proud to be able to contribute to the development of this onshore OTEC by providing its know-how in the execution of energy and hydraulic infrastructure projects, and notably its experience in laying pipelines and installing water intakes at great depths." Thanks to their complementary areas of expertise, Akuo Energy, the developer of renewable maritime energy projects, DCNS, which will supply the technology, and the Entrepouse group, in charge of the engineering and execution of the maritime work, will have control over the fields of expertise necessary for the emergence of a French sector of excellence in OTEC. **Source : offshorewind**



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## **Tankers to fare better than dry bulk carriers — MIDF Research**

The tanker segment for the shipping industry is expected to fare better than the dry bulk segment attributed to weakening crude oil price and encouraging exports activities. The research arm of MIDF Amanah Investment Bank Bhd (MIDF Research) said the Baltic Dirty Tanker Index (BDTI) has recently rebounded strongly off its low point of 605 in September to a high of 975 in November before moderating to 888 points lately. The research firm believes the BDTI's gain was attributed to the declining Brent crude oil price which encouraged shipment volumes.

Additionally, it observed that very large crude carrier (VLCC) rates surged by 89.7 per cent month-on-month (m-o-m) to US\$29.4 per day in October. Looking ahead, MIDF Research expects the BDTI to trend higher due to continued weakness in crude oil prices which encourages seaborne trade activity, a colder-than-expected winter season in the northern hemisphere which the situation could be similar to end of 2013/early 2014 which saw the BDTI soared to 1,344 points and US reaching a breakthrough in legislature allowing the export of crude oil for the first time in almost four decades.

On another note, the research firm observed the Baltic Dry Index (BDI), the weighted average of the freight rates for the four different sizes of dry bulk vessels has eased off from its year high of 1,484 points in early November to 827 points as at Dec 18. It noted the year-to-date average BDI has fallen by 8.5 per cent year-on-year (y-o-y) to 1,111.6 points due to weak rates across all carrier sizes. MIDF Research opined the decline for the BDI has been attributed to the weak economic outlook for China, the world's largest importer of dry bulk goods such as iron ore, coal and copper as well as weighed down by overcapacity.

It observed the China's manufacturing purchasing managers' index (PMI), an economic growth leading indicator fell to 49.5 points which indicated a contraction in Dec from Nov reading of 50. Furthermore, the research firm also believes China's steel consumption is easing due to softer real estate market which was reflected by the 0.5 per cent y-o-y decline in home price index in November, the seventh consecutive monthly drop, a sign of economic slowing down.

As for container shipping, MIDF Research noted container rates, measured in twenty foot equivalent units (TEUs) remained flat in October compared with September due to seasonally slower growth in container movements. It noted year-to-date, US container imports rose more than four per cent y-o-y while European imports registered a six per cent y-o-y growth. Nonetheless, the research firm said the charter market rates remained flat for all sizes due to strong container fleet capacity growth of 5.4 per cent y-o-y. Moving into the first quarter of 2015 (1Q15), MIDF Research expects significant overhang in tonnage within the container sector to limit upside potential for charter rates. It also remains cautious on the outlook of the dry bulk segment of the shipping industry due to lower factory activity amidst the seasonally slow period in conjunction with Chinese New Year. Also, the potential slowdown in China's economy



could witness the BDI rates to be depressed. Therefore, MIDF Research has a mixed view on the prospect of the shipping industry in the near future. **Source: The Borneo Post**

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## NAVY NEWS



The Philippines Navy **PF-16 BRP RAMON ALCARAZ** anchored off the Western Command naval base in Puerto Princesa (Palawan) at Christmas day – **Photo : Piet Sinke (c) CLICK on the photo !** The **PF-16 BRP RAMON ALCARAZ** is a Philippine Navy **Gregorio del Pilar class** frigate. From 1968 to 2012, it was known as **USCGC Dallas (WHEC-716)** and served the US Coast Guard as a high endurance cutter. It was decommissioned on 30 March 2012 in the US and was acquired by the Philippines under the Excess Defense Articles and the Foreign Assistance Act **PF-16 BRP RAMON ALCARAZ** is the second of several ex-US Coast Guard Hamilton-class cutter that will serve the Philippine Navy. **BRP RAMON ALCARAZ** employs the shipboard application of aircraft gas turbine jet engines with the use of controllable pitch propellers. She is equipped with two 18,000 horsepower (13,000 kW) Pratt & Whitney gas turbines and can propel the ship at speeds up to 28 knots (52 km/h). **BRP RAMON ALCARAZ** also has two 3,500 horsepower (2,600 kW) Fairbanks-Morse diesel engines, capable of driving the ship economically at 17 knots (31 km/h) for up to 14,400 nautical miles (26,700 km) without refueling. A retractable/rotatable bow propulsion unit provides manoeuvrability in tight situations. Prior to turn-over to the Philippine Navy, the ship was armed with a Mk.75 Oto Melara 76 mm Compact main gun, two Mk.38 25mm Bushmaster chain guns at midships, and a Phalanx CIWS system aft. The CIWS and chain guns were removed prior to its turn-over, with the Mk.75 gun remaining. The Philippine Navy then purchased two new Mk.38 Mod.2 25mm Bushmaster Autocannons to replace the mounts removed by the US Coast Guard. The **BRP RAMON ALCARAZ** has a flight deck and hangar capable of handling helicopters. A newly acquired naval helicopter (an **AgustaWestland AW109 Power**) made its shipboard deployment on May 21, 2014. The ship, together with its sistership **BRP GREGORIO DEL PILAR** participated in joint naval manoeuvres as part of CARAT 2014 Philippines from June 26 to July 1, 2014. It was scheduled to conduct exercises on gunnery, combined air, surface, anti-submarine operations at sea. The ship, together with a naval **AW109E** helicopter (**serial PNH-431**), traveled to Northern Australia as a major participant in the **KAKADU 2014** Multi-lateral Naval Exercises hosted by the Australian Defence Force from August 25 to September 12, 2014. The ship's crew also participated in boarding training with the Australian Navy before the actual sea-phase of the exercises.

## CHILEAN NAVY SHIPS MOORED IN VALPARAISO



Photo : Willem Kappert (c)

The Chilean navy consist out of an 25,000-person navy, including 5,200 Marines, and is directed by Admiral Enrique Larrañaga Martin as of 2013. Of the fleet of sixty-six surface vessels (soon to be increased to seventy-four), twenty-one are major combatant ships based in Valparaíso. The navy operates its own aircraft for transport and patrol; there are no fighter or bomber aircraft. The Navy also operates four submarines and a tender ship to support them, all based in Talcahuano. The Navy permits the integration[clarification needed] of Chile's Pacific and Southern island regions, thus integrating its disjointed geography. The transport of passengers, especially during the school year or in cases of emergency, together with the supply of provisions and fuel, are of key importance to the inhabitants of these insular zones. The Chilean Navy is generally considered to be among the most capable and professional in the Americas, considered by specialists the fourth most capable navy in the Americas, behind Canadian, Brazilian and American navies, and is heavily aligned with significant naval powers such as the British Royal Navy.

As major combatants the Chilean navy operates beside 4 submarines **THOMPSON, SIMPSON, O'HIGGINS** and **CARRERA** , 1 former Royal Navy Type 22 frigate the **ALMIRANTE WILLIAMS** 3 former Royal Navy Type 23 frigates , the **ALMIRANTE COCHRANE, ALMIRANTE LYNCH** and **ALMIRANTE CONDELL** , furthermore the 2 Dutch built M-class general purpose frigates **ALMIRANTE BLANCO ENCALADA** and **ALMIRANTE RIVEROS** and the 2 former Dutch L-class anti aircraft frigates **ALMIRANTE LATORRE** and **CAPITAN PRAT**

The institution regularly carries out civil operations whereby Navy professionals provide social assistance and health care to the civilian population, and provide support in cases of natural catastrophe. It also undertakes preventative education campaigns for Chile's population on issues that include security on beaches and seaside resorts and measures to be taken in the case of a tsunami. The most important naval bases and supply depots are (from north to south) in the Pacific Ocean: Iquique, Easter Island, Valparaíso, Talcahuano, Puerto Montt, in the Atlantic zone: Strait of Magellan: Punta Arenas, in the Beagle Channel: Puerto Williams, and in Antarctica: Captain Arturo Prat Base. These are now spread into 5 Naval Zones: the 1st, 2nd, 3rd, 4th, and 5th Naval Zones.



Further more **Willem** spotted offshore Valparaíso naval base this above seen AOR flying the Chilean flag at the stern but i am very sorry i don't recognise this vessel ☹, but i think this 154 mtr and long tanker must be the **ALPACA** as this is the only large vessels anchored off Valparaíso according AIS information ☺ **if this is NOT correct please let me know ☺** , at [newsclippings@gmail.com](mailto:newsclippings@gmail.com)- thanks in advance **Photo : Willem Kappert (c)**



## SHIPYARD NEWS



GERD KNUITSEN (DD3), LORD STAR (Quay 1), OLYMPIYSKI PROSPECT (DD2) for Xmas break at Damen Shiprepair Brest S.A.S. photo : Hans Bisschop ©

### Krasnoye Sormovo holds keel-laying for two dredgers for Rosmorport

Nizhny Novgorod, Russia based **Krasnoye Sormovo Shipyard (Zavod Krasnoe Sormovo)** on December 23 held a keel-laying ceremony for two vessels of a series of three 1000 cbm trailing suction hopper dredgers (TSHDs) ordered by FSUE Rosmorport, the shipbuilding company said. The contract for three dredging vessels was signed between Rosmorport and Krasnoye Sormovo Shipyard in April 2014. Keel of the series lead ship was laid on November 14, 2014.

TSHDs will be built for Rosmorport's branches for dredging waterways in the seaport of Ust-Luga, Big Port St. Petersburg and Port of Tuapse. Under the contract terms the delivery of second and third vessels is scheduled for 2016, 2017, accordingly. However, the shipbuilder plans to complete the order ahead of schedule. Rosmorport's Fleet Deputy General Director Sergei Kurov who attended the ceremony said that he hopes for successful cooperation and does not rule out an option for the forth dredger.

The series lead ship was named "**SOMMERS**". The TSHD "**KRONSHLOT**" to be operated at Big Port St. Petersburg was named after the fort built in 1704 near St. Petersburg. The third dredger christened as "**KADOSH**" (shares her name with a cape in the Black Sea) will be homeported in Tuapse. The dredgers design was developed at **Damen Shipyard** Gorinchem specializing in engineering and construction of dredging vessels and dredging equipment. The series ship characteristics: LOA - 62 m, breadth - 14 m, holds capacity – 1,000 cbm. The vessels are able to dredge at a depth of 20 meters and operate in water temperature -2°C to +20°C. All three vessels will be equipped with the necessary high-performance equipment, suitable for operation in the region's climatic conditions.

**Krasnoye Sormovo Shipyard** based in Nizhny Novgorod (part of **United Shipbuilding Corporation**) is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment. Over its history, the company has built and retrofitted about 2,000 civilian vessels and the Navy's ships. **Source : PortNews**

### Chinese yard new orders up 9.4% y/y

The growth of Chinese shipyard new orders slowed down further to a year-on-year rate of 9.4% for the first 11 months of 2014. New orders in the first 11 months of 2014 were at 56.8Mdw, the China National Association of Shipbuilding Industry (CANSI) said today. The growth in new orders reached 15.7% y/y for the first 10 months of 2014, which was also considered a slow down. The orderbooks of the Chinese shipbuilders grew 27.8% y/y to 152.33Mdw at the end of November 2014 because of the surge in new orders placed at Chinese yards since mid-2013. The completed tonnage at Chinese yards fell 16% y/y to 32.6M dw during the period from January to November. The fall in completed tonnage came as the new orders won by Chinese yards since mid-2013 have yet to

be delivered. Due to the soaring new orders since 2013, a total of 87 companies in the Chinese shipbuilding industry surveyed by CANSI posted a 13.6% y/y rise in operating revenues to CNY272Bn (\$44.2Bn), with gross profits down 7.5% to CNY4.7Bn. Source: IHS Maritime 360



the bulk carrier **ELLENITA** was launched at the **Tsuneishi shipyard** Balamban Cebu Photo : Captain Edward Fitzek ©

## Idea of spinning off SB division surfacing at MHI

The idea of spinning off the shipbuilding business is being floated at Mitsubishi Heavy Industries (MHI), which is considering pushing structural reforms against a backdrop of huge losses incurred from its passenger ship construction. The idea of spinning off the shipbuilding division into a stand-alone business is not new. But the number of bold measures MHI can implement to reconstruct that segment is limited, since the company has already had its Kobe Shipyard & Machinery Works pull the plug on construction of merchant ships. In such a situation, it seems that spinning off the Koyagi Plant of the Nagasaki Shipyard & Machinery Works and the shipbuilding business is emerging as a likely option for MHI. How to reform the merchant ship business is being studied mainly by MHI's Commercial Aviation & Transportation Systems Domain, including the ship/offshore business segment, so that specific measures will be hammered out in its new medium-term management plan starting in fiscal 2015 (beginning April 2015). MHI announced in its filing with stock exchanges on Dec. 24 that it is in fact looking into various possibilities, including a spinoff, but no decision has been made at this point. The merchant ship business subject to structural reforms means a business MHI is engaged in at the Koyagi Plant of the Nagasaki Shipyard and the Shimonoseki Shipyard. As to construction/repairs of naval ships, MHI transferred that business from the ship/offshore business to the defense domain when it shifted to a business domain system in 2013. With this, the Tategami Plant of the Nagasaki Shipyard and the Yokohama Dockyard were placed under the wing of the defense domain. So, they are not subject to the planned structural reforms.

Since the measures MHI is planning to carry out are dubbed "structural reforms", MHI is set to take drastic steps rather than simply implementing cost-reduction and other measures. Yet, MHI has already carried out various measures for the shipbuilding business over the last several years. Specifically, MHI divided the merchant ship and naval ship businesses, had the Kobe Shipyard pull out of the merchant ship construction business, and withdrew from construction of general merchant ships such as bulkers and containerships. As such, the number of options available for MHI is limited. As such, it is seen that likely options MHI may take include having the Koyagi Plant withdraw from the merchant ship construction business and focus on the engineering business and integrating its shipbuilding business into that of another company, though it may not pull out of the merchant ship business or sell off the related plants. The likely options represent large-scale structural reforms. Spinning off the merchant ship business has been seen as a first step for reconstructing MHI's management. In fact, MHI seems to have considered spinning off the merchant ship business as a reform menu item for its ship business on several occasions. "In the past, we have looked into the possibility of spinning off the shipbuilding business and the Nagasaki Shipyard in terms of specific proposals rather than just simulation," said a related source. Previously, MHI had found it hard to spin off the shipbuilding business as it included the naval ship business. But the naval ship business has now been transferred from the ship/offshore business to the defense domain. MHI is stepping up efforts these days to make various segments stand-alone companies. This can be regarded as a first step for MHI to spin off the shipbuilding business in the future. Several options look available for MHI in spinning off the shipbuilding business. One of them reported thus far is to



spin off the Koyagi Plant just like Hitachi Zosen Corp. did for the Ariake Works in 1999. Another possible option is to spin off the shipbuilding business into a stand-alone "Mitsubishi Shipbuilding" company just like Kawasaki Heavy Industries (KHI), IHI Corp. and Sumitomo Heavy Industries did for their respective shipbuilding divisions in 2001. Industry pundits are expediting efforts to discern what shape MHI will pursue after spinning off the shipbuilding business. In recent years, MHI has been bolstering business ties with Imabari Shipbuilding and other specialized yards mainly via technological collaborations. However, "MHI essentially seeks to integrate its shipbuilding business into those of such heavy industries-related yards as Japan Marine United (JMU) and KHI," as one yard manager put it. What structural reform measures MHI will take is drawing keen attention from industry circles. **Source : Kaiji News via Justus SchoemakerDutch - Japanese Maritime Desk K.K.**



The damaged **LT 36 MARGRIET** at the slip at **Van Laar** in Ijmuiden **photo : K.Groeneveld ©**

## ROUTE, PORTS & SERVICES



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**Vroon's SEBRING EXPRESS** outbound in the Wielingen bound for Lome. **Photo : Huib Lievense ©**

## Norwegian Cruise Line quantifies impact of Insignia incident

**Norwegian Cruise Line Holdings Ltd.** quantified the financial impact of the incident on board Oceania Cruises' **Insignia**, the Company said in a press release. On December 11, 2014, **Insignia** experienced a fire in the engine room while docked in St. Lucia during a ten-day voyage that departed San Juan, Puerto Rico on December 7, resulting in the cancellation of the remainder of the sailing. The vessel has been taken out of service and the Company anticipates repair efforts to take approximately nine weeks. The timing of the repairs results in the cancellation of a 24-day voyage which had been scheduled to depart Miami on December 17, 2014 along with the first three legs of Insignia's Around the World in 180 Days cruise, which was scheduled to depart Miami on January 10, 2015. This modified voyage will now commence on March 22, 2015 and depart from Singapore. The financial impact on the fourth quarter of 2014 and the first quarter of 2015 is estimated to be a reduction in earnings of approximately \$0.05 and \$0.05 per share, net of insurance proceeds, respectively. The Company reiterates its prior full year 2014 Adjusted EPS guidance of \$2.28 to \$2.32. The guidance provided excluded the results of the acquisition of Prestige Cruises International, Inc., parent company of Oceania Cruises, which closed in the fourth quarter of 2014 and also excludes the financial impacts from this incident. "The timing of repairs has unfortunately required the cancellation of Insignia's holiday voyage along with the modification of the world cruise," said Kevin Sheehan, president and chief executive officer of Norwegian Cruise Line Holdings Ltd. "We understand how disappointing this news must be to our valued guests and we extend our sincere appreciation for their cooperation and understanding." **Source : PortNews**



Boskalis-Westminster dredger **WD MERSEY** passing Hoek van Holland inbound for Rotterdam

**Photo : Jan van der Klooster** <http://scheepvaarthoek.blogspot.nl/> ©

## Bulgaria: Port of Varna to post modest cargo throughput increase in 2015

We are predicting modest cargo throughput at the port of Varna in 2015. Growth in tonnage will be slower relative to last year, reflecting a general deceleration of Bulgaria's foreign trade growth. Box traffic growth will also be subdued, but a little stronger than last year, in part because domestic consumption remains the main driver of the economy, and tends to require a high proportion of containerised imports. No party or coalition won a clear majority in the October 5 2014 parliamentary elections. A month after the poll it appeared that former Prime Minister Boiko Borisov would preside over a minority government formed by his centre-right GERB party and the Reformist Bloc, an alliance of five smaller parties, also of the centre-right. Pending final coalition talks the outlook remained uncertain. Uncertainty has been weighing down on the country's modest recovery. BMI has trimmed its GDP growth forecast for Bulgaria to 1.9% in 2015 and 2.9% in 2016 (down from 2.5% and 3.2% respectively). This also reflects weaker than expected demand for exports from the eurozone and pressure on household spending, which for the moment remains the main motor of growth.

\* 2015 port of Varna tonnage throughput forecast to grow 3.8% to 17.086mn tonnes; over the medium-term (to 2019) we project an average annual increase of 4.2%.



\* 2015 port of Varna container throughput forecast to grow 3.0% to 139,060TEUs; over the medium-term we project a 3.9% average annual increase.

\* 2014 total trade growth forecast at 2.5%, down from an estimated 4.9% in 2014.

Work Underway To Improve Bulgarian Sector Of River Danube: In October 2014 Nikolina Angelkova, Bulgaria's interim minister of transport, IT, and communications, said that a newly-built Danube River information centre, based in the city of Ruse, would start operating within a month and a half **Source: Business Monitor International**



Zodiac's **VIRO SUN** IMO 9332810, 2007/59164gt ex **Pacific Apollo** till DEC 2013 in to Geelong off Portsea, 25-12-2014. **Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com)** ©

## Petrobras hits new production record zoom

Brazil's Petrobras has reached, on December 21st, "a new historical record" of daily oil and NGL production, producing 2 million 286 thousand barrels. Produced volume does not take into account the share of partners, and broke the previous record of 2 million 257 thousand barrels from December 27th, 2010. Petrobras has also broken, on December 21st, a daily operated production record, producing 2 million 470 thousand bpd.

According to Petrobras, the new historical record is mainly due to the contribution of nine production systems. Five of them went into operation in 2013 and had new wells interconnected throughout 2014. Another four were installed this year. From the platforms installed in 2013, the ones that contributed to this record were: P-63, in Papa-Terra field, and P-55, in Roncador field, both in the Campos Basin; FPSO Cidade de Itajaí, in Baúna field, in the Santos Basin post-salt; and FPSOs Cidade de São Paulo, in Sapinhoá field and Cidade de Paraty, in the Lula Northeast area – both in the Santos Basin pre-salt.

The production systems that went into operation in 2014 and also contributed to the record were: P-58, in Parque das Baleias, and P-62, in Roncador field, both in the Campos Basin, and FPSOs Cidade de Mangaratiba, in the Iracema South area, and Cidade de Ilhabela, in the Sapinhoá North area, both in the Santos Basin pre-salt. Petrobras says that the high operational efficiency of the fields located in the Rio de Janeiro and Espírito Santo portions of the Campos Basin also contributed to the record as a result of the Operational Efficiency Increase Program (Proef). These areas have maintained a sustainable production, in face of the natural decline in reservoirs. It is also important to emphasize, Petrobras says, the high operational efficiency and production sustainability in Operational Units in the Brazilian North and Northeast regions, which have almost compensated the total natural decline from mature fields in these areas.

With the arrival of new PLSVs (Pipe Laying Support Vessels) and the reduction of unproductive time of these units – a result of the Subsea Installations Cost Reduction Program (PRC-Sub) – the company interconnected 68 new wells – both production and injection wells – until November, 2014, which corresponds to a larger number than the 45 wells interconnected throughout the year in 2013. Production operated by Petrobras in the pre-salt breaks new record and passes the 700 thousand barrels of oil per day mark.

On December 16th, 2014, oil production in fields operated by Petrobras, in both the Santos and the Campos basins pre-salt reached the historical 700 thousand bpd mark. About 74% of this volume (523 thousand bpd) corresponds to the company's share and 26% correspond to its partners. The production of 700 thousand bpd was reached only eight years after the first oil discovery at the pre-salt layer, in 2006, and only six months after it hit the 500 thousand barrels mark in June. The company says that this production represents a significant milestone for the oil industry, especially due to the fact that these fields are located in deep and ultra-deep waters.

Only 34 production wells contributed to the 700 thousand bpd mark, which proves the high productivity of the fields already discovered on the pre-salt layer. Sixteen of these wells are located in the Santos Basin, which is responsible for 61% of the volume produced in the pre-salt – approximately 429 thousand bpd. The remaining 18 wells are located in

the Campos Basin and are responsible for the remaining 39% – 273,000 barrels per day. Currently, the pre-salt oil is produced by 12 different platforms, eight of which produce exclusively from that geological layer.

The production increase is due to the excellent operational performance of the well construction and interconnection activities, with support from two strategic programs: the Well Cost Reduction Program (PRC-Poço) and the Subsea Installations Cost Reduction Program (PRC-Sub). These programs integrate initiatives that are incorporating continuous improvements in reducing duration and costs, not only on wells, but also at subsea installations of upstream projects.

Source: [offshoreenergytoday](#)



The **OIL TENDER 2** moored in Haifa – Photo : Peter Szamosi (c)

## **Sanctions-Struck Gazprom Sees Gas Production Hit Record Low**

Company spokesman Sergei Kupriyanov told reporters on Wednesday that the company expected to produce 444.4 billion cubic meters (bcm) of natural gas this year, an all-time low, down from 487.4 bcm last year. In June Gazprom halted supplies to Ukraine, its second-largest market after Germany, amid a row over prices and unpaid debts and only resumed supplies this month. More recently Gazprom has also ended the South Stream gas pipeline project aimed at avoiding Ukraine to bring in 63 bcm of Russian gas to Europe via the Black Sea. Europe has been seeking ways to cut its reliance on Russian gas supplies while Gazprom this month ended the South Stream gas pipeline project aimed at avoiding Ukraine to bring in 63 bcm of Russian gas to Europe via the Black Sea..

Gazprom, which supplies a third of the European Union's gas consumption, estimates its exports to the EU and Turkey declined in 2014 by more than 9 percent to 147 bcm. "It's not relevant how much we will produce in 2015, output will depend on our ability to sell," Kupriyanov said. Gazprom's earlier forecast for 2015 called for a rise in gas production of 5 percent. Gazprom's share of the lucrative domestic market is also shrinking as other producers, such as Novatek, Rosneft and LUKoil are more flexible in setting prices and other contractual terms with customers. According to Sberbank CIB investment bank, Gazprom's rivals have almost doubled their share of the Russian gas market to 35 percent this year from 18 percent in 2009, when Gazprom's production fell sharply to a low of 461.5 bcm. Kupriyanov also said on Wednesday that Gazprom had just received a \$1.65 billion payment from Ukraine to cover the country's gas debts. Ukraine's state-owned energy firm Naftogaz had used up only 300 million cubic meters of Russian gas so far in December out of 1 bcm which Ukraine has already paid for, he said. The unused volumes will be shipped in January, he added. Source : [The Moscow Times](#)

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## MARITIME ARTIST CORNER



Hallo allemaal, nog net voor de kerstdagen legde ik mijn penselen neer en kon ik zeggen, die is klaar ! De **STATENDAM** , prototype voor de Rotterdam en voor mij de mooiste ! heb ik hier weergegeven met alles om het schilderij en dus ook dit prachtige schip op te tillen van mooi, mooier naar mooist. De prachtige lucht als een kroon er boven , de rotsachtige kust van Brazilië, (met zijn absurde Rotsen) die een schitterende achtergrond vormt voor dit schip wat helaas zijn einde niet verdiend heeft. Soms denk je..... in wat voor land leven we? de ondergang van de Slamat, wie weet dat? het verlies van N.Amsterdam, Zwarte Zee enz.enz. wie weet de achtergronden ??? Het is als met de donkere dagen voor kerst, somber, gelukkig kan ik en met mij vele anderen doormiddel van foto,s en schilderijen een tipje van al dit mooie toch nog laten zien en ik geloof dat dit schilderij er toe zal bijdragen. Het is te koop , alleen 18 jan. wil ik het wel bij me hebben op de Rotterdam tijdens de Nieuwjaarsreceptie. hartelijke groet en nogmaals ..... **EEN GEZOND 2015** Frans en Hanneke Romeijnsen [www.galeriemarkant.nl](http://www.galeriemarkant.nl)

## OLDIE – FROM THE SHOEBOX



29/4/1979 Outbound from General Terminus, Glasgow, The Ore Carrier "**GARDEN SATURN** ", built as **Clyde Ore** in 1960, 9,234grt, changed her name to **GARDEN SATURN** during 1975, she is seen passing Dunglass on the River Clyde. **Photo : Iain Forsyth (c)**

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



The **SAN PIETRO** outbound from the IJmuiden locks bound for Nyborg **Photo : Simon Wolf. ©**