

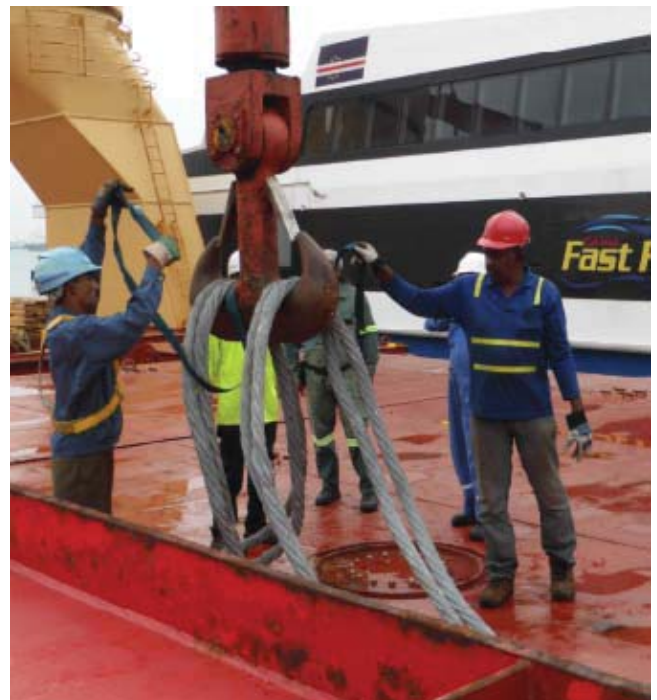
Government of Merk.Vorpom. as loan guarantor) plus the banks have signed. Scandlines said on Friday that they are assuming that the first entry of the ferries into service will be delayed from late 2014 to early 2015.

Details for conversion Scandlines ; remodeling plans call for very extensive work on the decks 7, 8 and 9. Here, Deck 7 is to be completely gutted and the Bridge will be completely removed. The new bridge and out-fitting for the deck should be as light as possible. Decks 8 and 9 will be removed to save weight and replaced by a new light weight Deck 8 (i.e. they lose a complete deck). What still needs to be rebuilt Scandlines is not telling. After the conversion, however, 200 fewer passengers will find space on the ferries. Scandlines has now written several shipyards in Europe and is now waiting their offers. Whether Nordic Yards, who were approached, will make an offer is not known.

Source: various German press reports. / ferried of Northern Europe

## DAMEN SINGAPORE BUILT FAST FERRY 4512 LIBERDADI LOADED ONBOARD THE BBC PLATA

the **LIBERDADI**, the second **Damen** built **Fast Ferry 4512** for Cabo Verde was transported from the yard in Tuas to Jurong Port onboard a small transport barge whilst the lifting gears were prepared onboard the **BBC PLATA**





The max speed of the ferry is 20 knots.

**DAMEN** The **LIBERDADI** is a sister of the earlier **Damen** built **KRIOLA**, both Fast Passenger and Car Ferries are of the **Damen 4512 type**, this aluminium built ferries with a length of 45 mtrs have a capacity of 158 persons and 16 Vans and 3 trucks at the cardeck as can be seen at the photo left The ferry is powered by 2 x Caterpillar 3512B engines with a total power of 2236 kW at 1800 rpm driving each via one Reintjes WAF 665L gearbox a Fixed Pitch Propeller as seen below.



A Semana's sources affirm that the **LIBERDADI** will begin plying the waters in the Windward Islands upon arrival in Cabo Verde, connecting São Vicente and Santo Antão on a daily basis and linking São Vicente with São Nicolau, Sal and Boa Vista on alternating days.

The 2005 Jiangdong Shipyard – Wuhu (China) built 138.5 mtr long and deadweight of 12.837 ton **BBC PLATA** is owned by Bockstiegel Reederei GmbH & Co and operated by BBC Chartering GmbH. The general cargo vessel is powered by 1 MAK main engine 6M43 Main Engine of 5,400 kW (7,342 hp) at 500 rpm for a service speed of 14 knots.

And is flying the Antigua And Barbuda flag, **BBC Chartering**, is a world leader in the ocean carriage of heavy lift and project cargoes. We support leading



clients with our fleet of currently 150 multipurpose and heavy lift vessels. Our global organization helps charterers to plan and execute transport assignments on tramp, affreightment or liner services around the world. The **BBC Chartering** fleet portfolio ranges from 3,500 to 37,300dwt and features lifting capacities up to 800mt. Any capacity



can be assigned to project requirements and hence guarantees a reliable, efficient, yet flexible transport solution engineered to charterer demands. [CLICK](#) on the magazine above to read more about [BBC Chartering](#).



The **LIBERDADI** with a weight of **195 ton** was lifted onboard the **BBC PLATA** by the two 120 ton SWL NMF cranes



Upon completion of the seafastenings the **BBC PLATA** departed from Singapore bound for Cabo Verde where the **LIBERDADI** will be discharged with the ships cranes. The **LIBERDADI** which, according to Cabo Verde Fast Ferry's original assurances, should have been operating since January 2012 in the waters of the Windward Islands to complete the services Cabo Verde Fast Ferry has been providing with the ship Kriola, which has been regularly linking the islands of Brava, Fogo and Santiago since early 2011 was delayed due the financial situation of Cabo Verde Fast ferries, in September 2013 The Cape Verdean government, through the Directorate General of the Treasury, has authorized the company Cabo Verde Fast Ferry to take out a loan from Dutch financial institution Rabobank to pay for the vessel **LIBERDADI**. The executive argues that the financial operation is aimed at promoting the company (in which the State of Cape Verde has a 53% share) and attracting new partners. In Resolution 102 of September 27, 2013, published in Official State Bulletin nº 51, first series, the government alleges that Cabo Verde Fast Ferry needs to operationalize the delivery of the ship Liberdadi in order to fulfill one of Cape Verde's greatest challenges: guaranteeing regular, reliable maritime links among the country's islands. To make this happen, Cabo Verde Fast Ferry required a 3,400,000-Euro



loan, to be taken out with Dutch bank Rabobank. The loan was aimed exclusively at financing the delivery of the ferry boat **LIBERDADI**




The **BBC PLATA** with the **LIBERDADI** on deck moored in Jurong Port – Photo : Piet Sinke ©  
**CLICK on the above photos to view and / or download the High resolution version**


Oesterbaai Survey & Consultancy is a certified Shield Group Company which is specialised in Asbestos and Inventory of Hazardous Materials (IHM) Surveys and possible follow-up.

For more information please contact us at +31 (0)10 208 84 44

[WWW.OESTERBAAI.EU](http://WWW.OESTERBAAI.EU) | [WWW.SHIELD-GROUP.EU](http://WWW.SHIELD-GROUP.EU)

ASBESTOS AND IHM SURVEYS  
CONFORM IMO & SOLAS STANDARDS

 OESTERBAAI



## A big win for Svitzer in Australia

In November last year **SVITZER Australasia** signed a 20-year marine services contract for the Chevron-operated Wheatstone project in remote North Western Australia. This happened only two years after winning the competitive tender for the Gorgon project. Along with the Soyo LNG Terminal project in Angola, SVITZER has put the pen to the three largest LNG terminal towage tenders globally in the last 5 years.

“Winning the Wheatstone project is a tremendous achievement of a great global team pulling in the same direction across offices and functions,” says CEO Robert Ugglia and adds: “but let us remember that the really hard work starts now.”

According to Global Head of Business Development, Kasper Nilaus, the value of the project is enormous. Wheatstone will be one of Australia’s largest resource projects, representing a revenue many times bigger than SVITZER’s usual contracts. “This win is an extremely important milestone for our business,” Kasper says. “First of all, it represents a major investment and therefore also a major income stream for the next 20 years. Secondly, it confirms that SVITZER is the preferred provider to the high-end LNG terminal towage market.”

**Value creation and strong backup**