



Number 167 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 15-06-2015**

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**The ESTVAGT CONNECTOR departed from Vlissingen with the GODE WIND 1 deck/jacket with the ESTVAGT DON alongside (not visible at this photo)
Photo : Wim Kosten – www.maritimephoto.com (c)**

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02-06-2015 spotted in the Mediterranean Sea the **ARBI 1**, (ex port of Rotterdam. **Havendienst 17 / RPA 30**) and later named **BEECH** and **SIRE** The former patrol boat is now flying the Albanian flag (note the damaged mast)
photo: [Andreas Spörri](#) ©

Minister challenged over Orkney tug

Transport Secretary **Patrick McLoughlin** has agreed to high level talks over fears funding for an emergency tug at Orkney could be axed. Towing vessels were recommended to be stationed off Scotland's coast as part of the inquiry into the Braer disaster of 1993, but have been at the centre of controversy in recent years. UK ministers provoked anger in 2010 when they announced plans to pull funding for the two tugs based at Stornoway and Lerwick, before being forced to partially back down and retain one of them. However, the contract for the vessel is due to expire soon and Mr McLoughlin was warned at Westminster yesterday that it must be extended. Speaking at transport questions in

the Commons, Orkney and Shetland MP Alistair Carmichael said: "The secretary of state is aware that the funding for the coastguard tug currently stationed in Orkney is guaranteed only until the end of this financial year." "Will he convene a round-table meeting, perhaps involving Scottish ministers, local authorities and industry representatives, to see how we might find a way of keeping this most vital provision in place in the future?" Mr McLoughlin responded: "I am aware of the vessel, partly because I visited it with the right honourable gentleman in the last parliament, and I am more than happy to meet him to discuss this matter." Mr Carmichael, the former Scottish secretary, later said: "It is essential for the northern isles that the contract for the coastguard tug is extended once again." However, campaigners in the Highlands have repeatedly called for the second tug to be reinstated and stationed on the west coast again. SNP transport spokesman Drew Hendry criticised Mr Carmichael's comments last night, with the Inverness MP saying: "This is breath-taking cheek from Alistair Carmichael and shows that his stated concerns for a solution for the west coast and the Minches as Scottish Secretary were just hot air." Carmichael's call for funding for the single one stationed in his own back yard speaks volumes about his own failures when he was Scottish secretary, and ignores the needs of people of the Highlands and islands as a whole." **Source: pressandjournal**



Heerema's **HERMOD** operating in the German Bight – **photo : Jeroen Dijkman o/b AHTS Union Princess ©**

FERRY POINT TO UK: REFUGEE ARRESTS DOUBLE OVER WHOLE OF 2014



The number of refugees that has been arrested while trying to travel from Hoek van Holland to Britain is already as high as the number arrested throughout the whole of 2014. In the first 5 months of this year, 160 stowaways have been found while making the crossing – either in the Netherlands or in Britain, NRC reports based on figures from the Ministry of Security and Justice. Stowaways have been found trying to hide in trucks, trailers and containers during the crossing to the English seaside.

Photo : J. Zeer Fotografie ©

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Some were also found trying to climb over the fence of the ferry operator or lying on the axles of a truck. The increase can partly be attributed to the tighter controls carried out in the French city of Calais, where truck drivers have a lot of trouble with refugees sneaking into trucks in an attempt to reach Britain. Last week the British police found 68 stowaways, including 15 children and 2 pregnant woman, hiding in four trucks that had been transported on a ferry from Hoek van Holland. The same evening, the Koninklijke Marechaussee found 8 stowaways in Hoek van Holland. They were hiding in a truck that was on its way to Harwich. **Source : NL Times**

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Palau burns Vietnamese boats caught fishing illegally

The tiny Pacific nation of Palau, fighting a rising tide of illegal fishing in its waters, has set fire to four boats of



Vietnamese caught poaching sea cucumbers and other marine life in its waters. Palau's president, Tommy Remengesau Jr., said the boats were burned Friday morning, June 12, 2015. He hopes to turn most of the island nation's territorial waters into a national marine sanctuary, banning commercial fishing and exports apart from limited areas to be used by domestic fishermen and tourists. Palau's president, Tommy Remengesau Jr., said the boats were burned Friday morning. He

hopes to turn most of the island nation's territorial waters into a national marine sanctuary, banning commercial fishing and exports apart from limited areas to be used by domestic fishermen and tourists. "We wanted to send a very strong message. We will not tolerate any more these pirates who come and steal our resources," Remengesau said in a phone interview with The Associated Press from Washington, D.C., where he was visiting. The country created the world's first shark sanctuary in 2009, but until recently had only one patrol boat to help protect its great hammerheads, leopard sharks and more than 130 other species of shark and rays fighting extinction. The four boats destroyed Friday were among 15 Palau authorities have caught fishing illegally in their waters since last year with loads of sharks and shark fins, lobsters, sea cucumbers and reef fish. Several of the boats that it seized, stripped of their fishing gear, are due to carry 77 crew members of the boats back to Vietnam. Remengesau said that the stream of poachers showed that just stripping the rogue boats of their nets and confiscating their catches was not enough. "I think it's necessary to burn the boats," he said. Palau, about 600 miles (970 kilometers) miles east of the Philippines, is one of the world's smallest countries, its 20,000 people scattered across a tropical archipelago of 250 islands that is considered a biodiversity hotspot. In 2012, its Rock Islands Southern Lagoon was named a UNESCO World Heritage site. Driven by rising demand from China and elsewhere in Asia, overfishing threatens many species of fish. With 621,600 square kilometers (240,000 square miles) of territorial waters, including its exclusive economic zone, or EEZ, extending 200 miles (320 kilometers) from its coastline, Palau is battling to prevent poaching of its sea life by fishermen from across southeast Asia. Despite progress in tracing sources of fish sold to consumers, about a fifth of the global market for marine products caught and sold, or about \$23.5 billion, is caught illegally. Advances in telecommunications and vessel tracking technology have improved surveillance, but enforcing restrictions on unauthorized fishing is costly and difficult, especially given the many "pockets" of high seas in the area. "There's a lot of opportunity for illegal fishing and other transnational crime. It's a challenge," said Seth Horstmeyer, campaigns director for The Pew Charitable Trusts' Global Ocean Legacy program. High seas pockets, beyond the jurisdiction of any government, account for nearly two-thirds of all ocean areas. From Palau to Japan is a vast expanse of seas that nobody controls and nobody owns, areas that serve as refuges for illegal fishing vessels. The Vietnamese fishermen tend to prowl shallows seas and reefs in search of sea cucumbers and reef fish and then flee back into those deeper waters to evade capture, Horstmeyer said. One way to counter that tactic is to create a "geofence" using vessel identification systems that could trigger alerts when vessels cross into national waters. Nearby Indonesia also is taking harsher action, recently blowing up and sinking 41 foreign fishing vessels from China, Malaysia, the Philippines, Thailand and Vietnam, as a warning against poaching in the country's waters. In Hanoi, Foreign Ministry spokesman Le Hai Binh recently told reporters the government was seeking to protect the rights of the fishermen. He urged other governments to "render humanitarian treatment toward the Vietnamese fishing trawlers and fishermen on the basis of international law as well as humanitarian treatment toward fishermen who were in trouble at sea." While burning and sinking such ships seems drastic, the International Tribunal for the Law of the Sea has backed such moves, ruling that countries can be held liable for not taking necessary measures to prevent illegal, unreported or unregulated, so-called IUU, fishing operations by their vessels in the waters of other countries.

In a report on IUU fishing last year, the Indonesia government outlined a slew of tactics used by poachers, including fake use of Indonesian flags on foreign vessels, forgery of documents and use of bogus fishing vessels using duplicate names and registration numbers of legitimate ships. Poachers "go where the risk of being discovered is lowest, said

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Johanne Fischer, New Zealand-based executive secretary at the South Pacific Regional Fisheries Management Organization, which works on conservation and sustainable use of fishery resources in the South Pacific Ocean.

"Part of the problem is the mafia type of the thinking of the industry of just trying to make money. It's human nature, whenever you have possibility to make money with illegal activities. It's the same in the ocean." As Palau's plan for a national marine sanctuary moves through its legislature, other Pacific countries and territories are taking similar measures. Britain is preparing to make the Pitcairn Islands, home to descendants of the mutineers from the HMS Bounty, the world's largest continuous marine reserve at 834,000 square kilometers (322,000 square miles). Last year, the U.S. government announced it was expanding protected areas in three areas — Johnston Atoll, Wake Atoll, and Jarvis Island — of the Pacific Remote Islands Marine National Monument to encompass about 1.05 million square kilometers (405,000 square miles) of non-contiguous sanctuaries. As it gears up for stricter enforcement, Palau is consulting with Pew, Japan's Sasakawa Peace Foundation and some foreign navies on ways to better police its waters using land-based radar, aerial surveillance and satellite identification systems. **Source: newsok**



Ongoing filling of the lower chamber of the new **Atlantic locks** at the **Panama Canal Expansion**.
Photo : Panama Canal



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Dockwise **TERN** inbound for Rotterdam – Photo : Krijn Hamelink ©

Don't Start Up the Fat Lady's Music on the Cross Channel RoRo Freight Ferry Court Case Just Yet

The MyFerryLink - Eurotunnel - SeaFrance - DFDS Legal Conundrum Show Keeps Getting Encores!



The **RODIN** arriving in Calais – Photo : Dirk Neyts ©

Hard to credit we know for anyone who has followed the story, but the **MyFerryLink** saga in which the company arose from the ashes of **SeaFrance** only to be extinguished by the UK authorities, has now taken two further turns this week alone. The story so far; SeaFrance folded, the unemployed workers formed 'SCOP', Eurotunnel bought the RoRo Freight and passenger ferries to operate in tandem with the tunnel, labour courtesy of a contract with SCOP, the deal was passed by the French, stymied by the UK (saying it contravened merger regulations and reduced competition in the trade as Eurotunnel had too much of it) and seemingly infinitum. Since then Eurotunnel's new subsidiary has continued to operate the Calais/Dover route using SCOP labour as one or another UK Court changed the decision this way and that (if you want the full story type MyFerryLink or SeaFrance into the News Search box above). Last week, despite SCOP winning its last Court appeal, Eurotunnel announced it had a binding agreement from DFDS to buy two of the old SeaFrance ferries and continue a service on the route. Now however the Commercial Court in Boulogne-sur-

Mer has placed SCOP SeaFrance into Judicial Administration. SCOP is therefore in the hands of Court appointed Judicial Administrators and it is their responsibility now, working with DFDS, to define the conditions for the recruitment of staff. The Eurotunnel Group has confirmed that it holds a binding offer from the DFDS Group for the purchase of the two ships, Berlioz and Rodin. To avoid any interruption to services from the port of Calais, the Eurotunnel Group says it will lease the **Berlioz** and the **Rodin** to DFDS from 1 July 2015. Eurotunnel has also confirmed that the only contractual relationships existing between MyFerryLink and SCOP SeaFrance are the operating contracts which expire at midnight on 1 July 2015. Jacques Gounon, Chairman and Chief Executive Officer of Groupe Eurotunnel SE, said of the situation:

“Following the announcement of Judicial Administration, the priority is that contact is established between the SCOP SeaFrance and DFDS to discuss the issue of employment.”The legal wrangle however doesn’t end there. The Competition and Markets Authority, disturbed by the plethora of legal points regarding what constitutes a merger, and the balance between anti-competitive practices and fair trade, have today (June 12) lodged an application with the Supreme Court for permission to appeal the recent Court of Appeal decision on the Eurotunnel case which SCOP won with a 2 to 1 majority, and issued a statement saying: ‘Clearly we’re aware of Eurotunnel’s announcement earlier this week that it intends to sell two of its ferries to DFDS and we will continue to follow that development closely. However as this deal is not completed and as there are arguably broader legal issues, we have chosen to make our application for permission to appeal today (being the deadline for doing so).’So Eurotunnel has neatly dropped the problem of staffing the ships into the hands of DFDS. With summer bookings already in place the new owners will have to move swiftly to decide how they are to utilise the 370 on board and 106 land based staff they have not actually inherited, if at all. With the memory of various labour wrangles at SeaFrance before its demise, and the opportunity to use economy of scale in its current operation, all eyes will be on DFDS to see how they handle what could be a very tricky situation. **Source: handyshippingguide**



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USCG Offloads \$13.7M of Cocaine, Marijuana in Miami



Photo : US Coast Guard

The **U.S. Coast Guard** offloaded 328 kilograms of cocaine and 3,100 pounds of marijuana at Coast Guard Base Miami Beach Friday morning, worth a combined estimated wholesale value of \$13.7 million. The drugs came from an interdiction carried out as part of Operation Martillo, an international operation that is focused on countering the use of Central American littorals and waterways as shipping routes for illicit drugs, weapons and cash. On May 22, crew members aboard the Coast Guard Cutter Bear and Coast Guard Cutter Vigilant responded to reports from Colombian Air Force patrols of a suspicious go-fast boat northwest of Colombia. The vessel beached itself on St. Lucia Island and crew members recovered 14 bales of cocaine. Less than a week later, a Coast Guard helicopter spotted yet another suspicious go-fast vessel, this time northeast of Panama. Crew members aboard the helicopter saw dozens of bales being offloaded from the vessel. Teams recovered 62 bales of marijuana, and took four suspected drug smugglers into custody. The Costa Rican nationals were captured at sea, on a go-fast boat, allegedly smuggling a lot of marijuana into Central America. Those four are being transported to federal law enforcement officials in Miami. "The reason why we care about that is because the vast majority of drugs that come into Central America are coming into the the United States and anywhere drugs go, corruption and violence follows, it's guaranteed," said Sherman Lacey, Commander of the Vigilant. "We have already in the Coast Guard exceeded two billion with a 'B,' \$2 billion worth of illegal drugs seized, so we are well on our way to meeting our goal of \$3 billion in illegal drugs," said Lt. Cmdr. Gabe Somma. Miami-Dade Landscape Supervisor Charged With Fuel Theft The Coast Guard Cutter Vigilant operates with about 75 crew members and they go out for weeks at a time. Their mission is threefold - drug and migrant interdiction and search and rescue. "It's always a much more gratifying thing for the crew when they have the chance to actually catch a vessel to stop it and to come home to their family and friends and show what the last 56 days... what it resulted in," Lacey said. **Source : nbcmiami**

APMT to build Ghana terminal as volume, vessel sizes grow

In its most aggressive move in the African market in years, APM Terminals has begun construction on a new container terminal at Ghana's largest container gateway and plans to invest heavily on inland connections to allow growing volume to move more efficiently to and from the hinterland. The new terminal will have four deep-water berths with an annual capacity of 3.5 million twenty-foot equivalent units, a new breakwater and a channel able to handle the increasingly larger ships being deployed to call on African marine terminals. The planned \$1.5 billion investment in Tema — by APMT, French firm Bolloré Africa Logistics and the Ghana Ports and Harbour Authority — is the latest sign of how Western carriers are spending on both dockside and inland infrastructure to capitalize on growing container volume. To that effect, French carrier CMA CGM has also invested heavily in building logistics networks in sub-Saharan Africa and West Africa. It's not hard to see why the likes of APMT and CMA CGM want to expand their footprint in Africa, a giant and nuanced market where the state of port and inland freight networks vary widely, from the modern in South Africa to the congested in Nigeria. Last year alone, African container volume jumped 7.2 percent year-over-year, outpacing an overall global growth rate of 5.4 percent, according to APM Terminals. The Far East to Africa trade, which is the ninth-fastest growing trade lane for container volume, is expected to experience a compound annual growth rate of 5.1 percent between 2014 and 2018, according to IHS Maritime & Trade. Volume on a CAGR basis in the North Europe-Africa trade lane is forecast to rise 4.2 percent in the same period. "Ghana is a good example of how (port investment) can be done in an African country," APM Terminals Kim Fejfer told JOC.com Friday. "Ghana has been politically stable and an effective environment for business. We believe increased access to the global market is important for Ghana and will put the country at the forefront of Africa." The existing Tema container terminal, which has been operated jointly by APMT and Bolloré since 2004, nearly maxed out its capacity, handling 651,000 TEUs last year. Once work on the new container terminal is completed, Fejfer said his company and Bolloré Africa Logistics plan to return sole ownership of the existing terminal to the state — but only after the two firms complete extensive upgrades to the original facility. "At the existing facility there will have to be upgrades," Fejfer said. "All the existing container volumes will move to our new facility when we open in 2019 and the original port will be returned to the port authority and used for non-container business." In a separate project, the two companies will upgrade the road link between Accra, Ghana's capital, and Tema to a six-lane modern highway and improve connecting roads and access points to ease the flow of cargoes to and from Tema and the hinterland. "Our idea is this port should help and facilitate trade in the landlocked countries in the hinterland," Fejfer said. "In countries like Burkina Faso, Niger and Chad, we need to build efficient corridors." APMT has 10 West African facilities, including one in Apapa, Nigeria, one of the busiest container gateways in Africa, having handled 700,000 TEUs last year. APMT investment in Ghana is unlikely to be its last in West Africa. Maersk Group, parent company to both APM Terminals and Maersk Line, announced earlier this month it is already vying for contracts to build and upgrade other ports in Nigeria and Kenya. Those port investments are needed to handle the larger vessels calling on African terminals. Starting in 2011, Maersk began replacing its

3,000-TEUs ships on trade lanes connecting Asia to South and West Africa with 4,500-TEU vessels. The average size of vessels servicing the Asia-West Africa trade lane has grown from 4,100 TEUs to 5,100 TEUs in the last 12 months, according to Robert Willmington, maritime analyst with IHS, the parent company of JOC.com. source : Journal of Commerce



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RACING INTO THE PORT OF ROTTERDAM



Who is the first in Port ?, above seen the **WILSON BILBAO** (imo 9014705) and the **HAPPY EAGLE** (imo 9040170) inbound for Rotterdam- **Photo : Krijn Hamelink ©**

84% of dredging at New Suez Canal finalized



The Boskalis TSHD **COASTWAY** seen dredging in the new Suez Canal **photo : Marco van Wijk ©**

Over 216 million cubic meters of water-saturated sand have been removed so far as part of the Suez Canal Development Project, said Head of the Suez Canal Authority Mohab Mamish. This represents about 84 percent of a total 250 million cubic meters that should be dredged as part of the project, Mamish added. Thirty-eight dredgers are working in the project, said Wagdi Zaki, the executive director supervising the dredging process, in statements on Thursday 11/06/2015. The project aims at expanding the Suez Canal region's role as a global, industrial, and logistics center that is environmentally balanced with an integrated economy. It is also projected to become a global hub due to its logistics and industrial services. **Source: Egypt SIS**

The Egyptian royal yacht preparing for the opening of the suez canal in the port of alexandria



El Horria (originally called Mahroussa) was a Royal Yacht built for Isma'il Pasha, the Khedive of Egypt in 1865. It was built by the **Samuda Brothers** on the River Thames and designed along the same lines as HMY **Victoria and Albert II**, and remained in service with the Egyptian royal family until 1951. It had two significant alterations, being lengthened by 40 feet in 1872, with a further 16.5 feet being added in 1905. The 1905 rebuild was undertaken at the **Pointhouse Shipyard of A & J Inglis** in Glasgow, Scotland and included the replacement of its two paddle wheels with triple screws powered by steam turbines built by Inglis at their Warroch Street Engine Works in Glasgow. Inglis were one of the first companies to be granted a license by the Parsons Marine Steam Turbine Company, Wallsend for the construction of steam turbines in their own works. In 1869, the **Mahroussa** gained fame as the first ship to pass through the newly completed Suez Canal as part of the opening ceremony. After the abdication of King Farouk and his arrival in Europe he sent back the yacht to Egypt with all the crew and the equipment, it was taken over by the Egyptian government for use as a naval training ship, and was given her current name. It spent most of its career in the eastern Mediterranean, but did participate in the International Naval Review held to commemorate the bicentennial of the United States of America. Presently, the ship is cared for by the Egyptian Navy, and is occasionally used as a Presidential Yacht. The ship goes to sea about three times a year, usually for just a day. **photo: Geert Wiebe Feikema ©**



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Cargill extends timecharter of Diana panamax

Commodity trader Cargill has extended its charter of a Diana Shipping panamax bulk carrier by a further 15 to 18 months. The **Leto** (81,297 dwt, built 2010) was fixed at a rate of \$7,100 per day, minus 4.75% commission for third parties. The vessel was originally fixed in mid-July 2014 on a one-year timecharter to Cargill at a rate of \$11,350 per

day. The NYSE-listed company expects the fixture to generate around \$3.1m of gross revenue for the 15-month minimum period of the contract. Source : SPLASH 24/7



12-06-2015 : The **BUDAPEST EXPRESS** approaching the anchorage at Suez.
Photo : Capt . Shaun Beal Master Cable Innovator ©

South Korea – Middle East Respiratory Syndrome



As Members may be aware, there is an ongoing outbreak of **Middle East Respiratory Syndrome (MERS)** in South Korea, the largest outbreak outside of Saudi Arabia since the MERS virus was first identified in 2012. Although the outbreak has, to date, mostly centred on hospitals in Seoul and in the province of Gyeonggi, a case has now been reported in the port city of Pyeongtaek. As of 11th June 2015, there were 122 confirmed cases in South Korea, with 10 fatalities. Many of those affected have been elderly with pre-existing medical conditions. MERS is a virus which includes the common cold, as well as **SARS (Severe Acute Respiratory Syndrome)**. The means by which the virus is spread are not well established, although close contact with those infected seems to be a major factor, with the virus most probably spread through respiratory

secretions, for example, due to coughing and sneezing. The incubation period is typically 5 or 6 days, although it can range between 2 and 14 days. Some patients show no symptoms, others may appear to have a cold, whilst in more serious cases a cough, breathing difficulties and fever may be experienced and some patients may suffer nausea/vomiting and diarrhoea. In some cases severe complications including pneumonia and kidney failure may occur. Approximately 36% of patients infected with the virus since it was first identified in 2012 have died. The elderly and people with pre-existing medical conditions seem more susceptible to contracting the virus, and are more at risk of suffering complications. At present there is no vaccine and no specific treatment for the virus. The **World Health Organisation (WHO)** does not recommend any travel ban to South Korea at this time, although Hong Kong, Macau and Taiwan have issued alerts recommending against travel to South Korea. Crew Members on vessels visiting ports close to the outbreak in North Western South Korea, in particular Pyeongtaek, Daesan and Incheon, should consider implementing the following general measures to prevent against infection:

- **Avoid close contact with shore based personnel, so far as possible. Only proceed ashore if absolutely necessary. If proceeding ashore avoid places where people gather, for example, shopping centres.**
- **Regularly wash your hands with soap and warm water and / or use an alcohol based sanitizer.**
- **Wear a disposable cotton face mask.**
- **Avoid touching your eyes, nose and mouth.**
- **Avoid sharing eating and drinking utensils.**
- **Regularly touched objects onboard such as door handles and door push plates should be periodically disinfected.**

Source: West of England P&I Club

Four rescued from sinking fishing vessel

A Coast Guard Air Station Sitka **MH-60 Jayhawk** helicopter crew rescues the crew of the fishing vessel **Kuprean** of from the Gulf of Alaska near Lituya Bay, Alaska, June 10, 2015. The aircrew hoisted the four crew members and transported them safely to Sitka. U.S. Coast Guard video by Air Station Sitka. [CLICK HERE to see the movie.](#)



The **OSPREY FEARLESS** seen departing from Zijkanaal C with the **FETSY L** approaching the IJmuiden locks outbound - Photo : Marcel Coster ©



Study Finds Health Problems From Diesel Fuel

Emissions from ships that switch from fuel oil to cleaner-burning diesel may still cause health problems, according to a new study. Scientists studying the effects of maritime ship emissions on lung cells observed a stronger “biological response” to diesel-fuel emissions than heavy fuel oil exhaust. Ships have been converting from running on fuel oil to diesel in recent years, driven by stricter emissions standards in certain regions, including new rules implemented across much of North America and Europe this year. However, while heavy fuel oil emissions contained more toxic and carcinogenic compounds, diesel fuel exhaust had a higher concentration of elemental carbon, or soot. Those soot particles “strongly affected basic cellular functions,” according to the study by scientists from several universities and research centers in Europe. “A stronger affected cell metabolism is not an adverse effect per se, but it holds a higher risk of disturbance of normal cell functions,” the study found. Still, the particles released by heavy fuel oil-powered ships are more toxic. Researchers concluded that diesel-fueled ships—equipped with effective particle filter technology—should replace heavy fuel vessels. They also called for the global implementation of stricter emissions limits. Although pollution caused by maritime shipping is down globally, it accounted for about 3% of global CO2 emissions annually between 2007 and 2012 and approximately 2.8% of greenhouse gas emissions during that time, according to the International Maritime Organization. **Source: Wall Street Journal**



The 2015 built **YANGTZE KEEPER** arriving Dunedin to load logs. Photo : Ross Walker ©

Tanker market goes from strength to strength, as OPEC sailings rise for yet another month

Dirty tanker market sentiment showed an improvement in May compared to a month ago in all classes unlike the usual trend at this time of the year, said OPEC in its latest monthly report, released this week. The higher freight rates were seen on many routes, especially for larger vessels. In May, VLCC spot freight rates experienced an average gain of 15% over the same month in 2014, driven by high tonnage demand and a firmer market in several regions, mainly Middle East and West Africa. Similarly, Suezmax and Aframax tankers met with higher demand by eastern and western charterers. The increase in chartering activities, combined with tighter tonnage supply, led to an increase in rates seen on a monthly basis and on a larger-scale compared to previous year's levels. Clean spot freight rates showed a mixed performance in May. Rates reported a decline, averaging 12% from the previous month, as the market was affected by excess tonnage availability, while the amount of market activity remained insufficient to alleviate the imbalance.

Spot fixtures

In May, OPEC spot fixtures increased by 1.1 mb/d, or 10%, compared with the previous month to stand at 12.21 mb/d. Moreover, all chartering activities worldwide showed an increase from the month before with no exception. Fixtures from the Middle East-to-East and Middle East-to-West routes experienced an increase of 5.9% and 25.3%, respectively. Generally, global oil spot fixtures were up in May by 0.93 mb/d to average 17.26 mb/d compared with the previous month.

Sailings and arrivals

OPEC sailings increased by 0.48 mb/d, or 2.1%, in May from a month ago and by 0.36 mb/d from a year before. Sailings from the Middle East also went up from last month by 0.48 mb/d and from last year by 0.35 mb/d. According to preliminary data, arrivals at main importing regions in North America, Europe and West Asian ports showed an increase from a month earlier as arrivals in the three regions went up by 1%, 2.9% and 0.3%, respectively, from last month. In contrast, vessels arrivals in the Far East showed a decline from last month by 2.4%.

Spot freight rates

VLCC

VLCC spot freight rates increased on all reported routes in May from the previous month, with freight rates on Middle East-to-West route experiencing the largest gains of 28% to stand at WS43 points. Spot freight rates registered on the Middle East-to-East route showed a lesser gain, increasing by 13% to average WS70 points, while the West Africa-to-East route showed an increase of 10% from the previous month to average WS66 points. VLCC freight rates increased in May, despite the quiet beginning seen early in the month as the position list was balanced, and the level of fixtures and inquiries kept weak. However weather delays in Asian ports increased chartering activities while the tonnage supply was tightening. The first decade fixtures for the month of June brought a rush of activity to the market, mainly in the Middle East, which resulted in pushing freight rates sharply to unusual levels for this time of the year. The general improvement seen on the VLCC market was registered mainly towards the second half of the month. Afterwards, the charterer's trials to halt a further increase in rates paid off and freight rates stabilized as VLCC activities and rates eased off towards the end of the month. From an annual perspective, VLCC freight rates in May showed a remarkable gain from the same month a year ago.

Suezmax

Similarly, Suezmax freight rates followed the VLCC freight rates trend in May showing worthwhile gains on both an annual and monthly basis. Equally, Suezmax had a slow start in the beginning of the month with freight rates softening, mainly in West Africa. Low rates and activities were also noticeably seen in the Black Sea and Asia in the beginning of May. The low freight rates came on the back of ample tonnage availability even for prompt loadings. Similar to what was seen in the VLCC sector, Suezmax freight rates improved afterwards as the position list started to tighten gradually, subsequently leading to significantly higher rates. The firmer Suezmax market in West Africa had an influencing effect on rates in the Mediterranean/Black Sea. In May, Suezmax freight rates were supported by rising rates for both VLCC and Aframax. Consequently, freight rates for tankers operating on the West Africa-to-US route went up by 28% to average WS93 points, while rates for operations on the Northwest Europe-to-US route saw lesser gains, up by 18% to average WS75 points.

Aframax

Aframax freight rates were mixed in May. The most reported routes showed an increase in freight rates from a month before. The greatest increase was seen on the Indonesia-to-East route which went up by 17% from last month to average WS116 points. Generally, the Aframax market was strong in May, with higher freight rates and activities exhibited on many routes during the month, despite fluctuating tonnage demand. In the Mediterranean, freight rates increased as activities remained healthy and relatively stable. Port delays earlier in the month and bad weather conditions partially supported freight rates. Therefore, freight rates for tankers operating on both Mediterranean-to-Northwest Europe and Mediterranean-to-Mediterranean routes rose by 10% and 9%, respectively, from April, to average WS107 and WS115 points. This was also affected by requirements for replacements and a firmer market for the North Sea and Baltics. On the contrary, the only negative freight rate performance in the Aframax class was registered on the Caribbean-to-US route, where freight rates dropped by 21% from the previous month to stand at WS111 points. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



It looks like a pusher tug but the Rodøya is a feeder station for fishfarms operating in Norwegian waters

Photo : Henk de Winde ©

Hong Kong's new competition law threatens to outlaw liner shipping

Most of Hong Kong's container shipping activity will be illegal from next year if the competition law due to be implemented by the government on Jan. 1 is enforced in its current form, said Maersk Line's chief executive of North Asia Tim Smith. "At the moment the law as it is written makes no allowance for the way the shipping industry works with vessel sharing agreements. In theory, from Jan. 1, 2016, all vessel-sharing alliances will be illegal in Hong Kong," he told JOC.com. "When you think that 95 percent of the container throughput in Hong Kong comes in or goes out in services that are VSAs or other operational sharing agreements, that could be quite problematic." Hong Kong's Competition Commission expects to complete its final preparations for the Competition Ordinance soon with the full implementation date still to be determined by the government, but widely expected to be Jan. 1. It is a wide-ranging law and the penalties for non-compliance are significant. "Companies such as Maersk Line are obliged to comply with the regulations, and the fines are huge — 10 percent of turnover, which for us is \$2.7 billion — if we do not comply. The way it is going, we will be breaking the law from Jan. 1," Smith said. The Maersk Line executive was also speaking

in his capacity as chairman of the Hong Kong Liner Shipping Association. Smith leaves for Beijing in July to begin his new role as chairman of Maersk China and chief representative of the Maersk Group in North Asia. "We are trying very hard to persuade the government that they should allow some exemptions, or at least some more time, to arrive at solutions that don't hold back trade in Hong Kong. And we think there are grounds for an exemption. In all other major jurisdictions — China, the U.S. and Europe — there are exemptions that allow VSAs to operate." In a nod to industry concerns, the Commission said in a statement earlier this year that it would consider looking at block exemptions before the competition rules come into force, without mentioning any specific industries, and Smith said this could tie them up for a long time. "There are going to be quite a few industry segments putting their hands up and saying 'we need an exemption,' and the process of going through all those exemptions will take months, or even years, but what we don't want is to be in a position where business is impacted in the meantime." Hong Kong has evolved from a port handling direct China exports to a major transshipment hub, and Smith warned that this type of cargo was highly portable and could easily move to Shenzhen if there was no clear way forward. "We are in a very uncertain situation, and companies like ours do not like uncertainty. We have to keep raising our issues with the government because we don't want to do something that is not in Hong Kong's interests, like move our business out to reduce our risk," he said. Ironically, the port of Hong Kong is usually a victim of government non-action. A host of industry studies, both private and commissioned by the Transport and Housing Bureau, identified the issues facing the port and even in the early 2000s mapped the way forward. But a series of recommendations made by the masterplan and other studies, even those labeled as "mission critical", have been ignored. This week, more than 10 years after being told by the industry that back-up land was urgently required in the container terminals, the Hong Kong government released a proposal to integrate 15 hectares of adjacent back-up real estate into Kwai Tsing to build out new yard space and barge berthing facilities. Once the world's busiest container port, a refusal to tackle the cost of exporting a box from Hong Kong viz-a-viz Shenzhen saw its market share of direct exports steadily siphoned off by the terminals across the border. Throughput began to fall and that slide has accelerated in the last year with the port in April registering its 10th consecutive month of falling volumes. Now Hong Kong is dependent on less economically beneficial transshipment cargo and can ill afford any measures that further reduce its competitiveness. "Hong Kong will never be back to being the world's number one container port, but there will be a substantial amount of business here for some time and it is a maritime industry that is worth supporting," Smith said. **Source : Journal of Commerce**



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Cause of FPSO Explosion that Killed 9 Revealed

Petrobras has completed its investigation of a FPSO explosion earlier this year that claimed the lives of nine people. The explosion occurred following a natural gas leak aboard the **Cidade de São Mateus** February 11 while the ship was anchored in the Camarupim oil field in the Espírito Santo Basin about 75 kilometers (46.5 miles) northeast of Vitoria, Brasil. Nine people died in the accident and 26 others were injured. The event was the most serious oil and gas incident to happen in Brazil in the past 14 years. The report announced today reveals that the deadly incident was caused by series of technical failures and poor decision making. Specifically, it cited a failure to follow proper fluid

pumping procedures as well as the installation of an incompatible piece of equipment as the main causes of the explosion. Workers were also sent to the pump house after the alarm was triggered without prior procedural training. The Petrobras report is intended to improve industry safety standards and avoid incidents of the same nature in the future. The completed analysis was submitted to several governmental agencies that have collaborated with Petrobras over the course of the investigation, including the National Oil, Natural Gas and Biofuels Agency (ANP), the Federal Police and the Civil Police. BW Offshore, the operator of the Cidade de São Mateus has begun sharing the report with others in the energy industry. Petrobras has gone on to deny any prior knowledge of the failings laid out in today's report. **Source : MAREX**



The Russian flagged tanker **KAPITAN PERSHIN** entered Waalhaven on Thursday morning. Part of a large series of tankers built in Finland, mainly to support the former Soviet fishing Fleets. A few entered naval service in view of their under-way-replenishment capabilities. The relatively small vessel was assisted by 2 Smit-tugs, **UNION 11** and **THAMESBANK**. **Photo: Henk Ros ©**

China Slams Philippines 'Deceitful' Claims as S China Sea Dispute Continues

China's envoy to the United Nations said that the accusations which Philippines have made against China over the



South China Sea dispute are unjustified and baseless. A Chinese envoy to the United Nations on Friday refuted unjustified accusations by the Philippines over China's land-filling activities in the South China Sea. "The Meeting of States Parties to UNCLOS is not the venue to discuss the South China Sea issue. Nonetheless, one country

just now made unwarranted accusations against China in its statement. I cannot but respond," China's deputy permanent representative to the UN Wang Min said. He said that China's construction activities on the islands and reefs are directed in the Chinese territory, which makes it within the scope of China's sovereignty. He stressed that it is legal, justified and reasonable. "That country" talked at length about the South China Sea issue at this meeting with a clear purpose to deceive the international community and pressure China into making compromises on issues concerning its sovereignty and territorial integrity, he said. Chinese dredging vessels are purportedly seen in the waters around Mischief Reef in the disputed Spratly Islands in the South China Sea, in this file still image from video taken by a P-8A Poseidon surveillance aircraft and provided by the United States Navy on May 21, 2015 "Let me make this very clear to that country here: its calculations are totally wrong. China's will to safeguard her sovereignty and territorial integrity is rock firm. No matter what and how much they say at this meeting or any UN venues, they will

never get their way," he said, China's media report. Wang continued by saying that the dispute should be solved through dialogue and consultation in order to maintain peace and stability. **Source : Sputnik News**



The **KINGCUP** in Tianjin – **Photo : Capt. Maarten Spruit - Master HTV Fjord – PHDZ ©**

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Advice for vessels below 500GT on the benefits of adopting ship-specific procedural systems

With approximately 70% of our tonnage being 500GT and below, we understand that many of our Member's vessels are not required to conform to the International Convention for the Safety of Life at Sea (SOLAS) and therefore, the International Safety Management (ISM) Code.

Even if it is not a regulatory requirement for Members to adopt these systems on their vessels, it is advisable to adopt, as a measure of good practice, a specific procedural system to ensure an adequate level of on board safety and quality. Practically this may not be to the extent required by the ISM Code, which may be disproportional to the vessel size, but one which places procedures and record systems on board that concentrate on identifying any significant risks that may possibly arise. To ensure Members have in place systems to manage risks, periodical assessments should be made and any procedures expanded/amended as appropriate. Adopting a practical procedural system on board may assist with:

improving safety culture, safety performance, operational reliability and the safe operation of the ship: it is understood that many of our smaller vessels operate within the local harbour limits and/or coastal areas but basic procedures on applicable areas such as navigation, maintenance checks, cargo operations, bunkering and towing should be made available on board. Basic safety procedures concerning daily duties such as company/Master's standing orders must be also produced as well as a simple familiarisation procedures for new joining crew. Members should bear in mind that by operating their vessels in a safe and efficient manner, the reputation of the Members may positively grow which is important in this competitive industry;

improving the ability to respond to emergencies, hazards and accident situations: contingency plans to be formulated and emergency drills and trainings, covering all aspects of the vessel's operation are to be carried out at designated intervals e.g. personal injury, grounding, fire, abandon ship, loss of tow and flooding;

identifying non conformities, accidents, significant risks and hazardous incidents: procedures should be in place to ensure any of these types of events are reported back to the office so that analysis and follow up actions on lessons learnt can be implemented such as formulating permit to work systems and training sessions. This will assist in promoting a positive and strong relationship between both ship and shore management;

compliance with local and international mandatory rules, codes and regulations: this includes, where applicable, codes, guidelines, environmental standards and standards recommended by the IMO. Administrations, classification societies and Maritime Authorities;

implementation of a certification and document management procedure: once in place this could assist the Member in the smooth administrative running of the vessel and help the vessel comply with requirements noted in point 4 above.

Whereas it is important to ensure that adequate procedures/operational instructions are in place on board, it is equally important to ensure that these are understood by the vessels' crews. To ensure full buy-in from those working on board, Members should ensure their instructions and standards are being complied with by showing full commitment to the safety message they are installing in both their shore side and ship operations. This can be achieved by attending the vessel at regular intervals, performing audits and actively engaging with crew's to gain their perspective and thoughts on developing an efficient and safe working environment. **Source: The Shipowners' Club**

The Pirate Boys Are Back In Town - 2 Tankers Attacked In June Off Singapore Coast

Orkim Sdn Bhd is a company designed to bring various marine related operations under one umbrella. Orkim is located in Kuala Lumpur, an area of high importance for your truly as I monitor Euonav's TI Europe Tanker off the coast of Singapore Orkim manages a fleet of 11 ships according their website and of those 11, two are suspected of being hijacked in early June. One was a victim of siphoning (Orkim Victory) and the other has not been transmitting location communications (Orkim Harmony). Data from Marine Traffic shows that communication with Orkim Victory was lost on June 6th. The ship's last identifiable location was between Singapore and Batam:

According to the incident report from ReCAAP (emphasis from Benzinga Pro):

"The perpetrators subsequently brought Orkim Victory to another location at approximately 15.2 nm southwest of Pulau Aur, Malaysia where a motor tanker with a white superstructure and a black hull (approximately 100 m in length and 2,000 GT) came alongside **Orkim Victory**; and siphoned off 770 metric tones of Automotive Diesel Oil (ADO). The siphoning took about seven hours and the suspected tanker was seen heading towards Pulau Matak, Anambas, Indonesia thereafter. The perpetrators left Orkim Victory at approximately 10.4 nm south-southwest of Pulau Aur, Malaysia after damaging all communication equipment, and robbing the crew's personal belongings. With the master's inputs, the MMEA deployed one helo, three ships and five boats to locate the suspected tanker. At the time of this report, we have yet to receive reports of the tanker being located." This siphoning issue appears to have been popular since the beginning of the 2015 with 8 incidents being reported according to ReCAAP. To make things more interesting, aside from Orkim Victory being snatched, siphoned, and basically left for dead, there is another ship facing a similar fate and it's Orkim's Harmony ship. Harmony was hijacked on June 11 Southwest of Palau Aur, Malaysia and updates are sporadic, the ship has yet to be located and it is unclear what has happened since June 11 to Orkim Harmony. The most current reports state the Malaysian Maritime Enforcement Agency is working with the Indonesian Navy to locate Orkim Harmony. **Source : benzinga.**

Northwest Energy Innovations launches wave energy device in Hawai'i

After a several months of preparation, Northwest Energy Innovations (NWEI) has successfully deployed its Azura™ wave energy device at the United States Navy's Wave Energy Test Site (WETS) near Kaneohe Bay, Oahu, Hawai'i. The device will be deployed for 12 months of grid-connected testing as part of a rigorous program to commercialize the Azura technology. "As the first grid connected wave energy device in the U.S. that will be tested and validated by an independent party, this deployment marks a major milestone for our team and the marine renewable energy industry," said NWEI Founder and CEO Steve Kopf. "A special thanks to Sea Engineering, our deployment contractor, for their tireless efforts in completing the assembly, launch, and installation of the Azura at WETS," Kopf added.

Deployment and testing of the Azura at WETS is supported by the U.S. Department of Energy, the U.S. Navy, and the University of Hawai'i. The University of Hawaii is responsible for data collection, analysis, and reporting as a means of independently validating the technology performance. The data will also be delivered to the U.S Department of Energy and the U.S. Navy for their use in ongoing efforts to validate wave energy technology and advance the marine renewable energy industry. In addition to evaluating system performance in the open ocean over an extended period of time, data collected during the deployment will enable NWEI to develop a more accurate assessment of the technology's Levelized Cost of Energy (LCOE), which accounts for capital cost, project development cost, life cycle costs, and annual energy production. The data will also be used to validate computer simulations to support commercialization of the Azura technology.

"Standards, rigorous testing, and transparency are the foundations of our development program for the Azura technology. We believe that independent verification of performance data is imperative to achieving commercialization," Kopf added. This pilot project builds on NWEI's deployment of a prototype at the Northwest National Marine Renewable Energy Center's test site off the coast of Oregon in 2012. The 2012 deployment was also supported by the U.S. Department of Energy, and NWEI applied experience gained from that testing to refine the Azura design, with a focus on optimizing the technology's LCOE through increased power output and improved durability, maintainability, and survivability. Development of the Azura technology is a collaborative effort between NWEI, Callaghan Innovation, and Energy Hydraulics Ltd (EHL). Callaghan Innovation led the conceptualization and early development of the technology in New Zealand, and NWEI recently secured a global exclusive technology license from Callaghan Innovation to commercialize the Azura technology. EHL plays a critical role in advancing the technology and is responsible for the engineering, fabrication, and testing of the power conversion system.

For more information, please visit: <http://azurawave.com>

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Livestock carrier engulfed in flames



Jakarta: A livestock carrier caught fire. The Indonesian-flagged ship, **Asia Raya** (built 1985), was carrying 634 cows. A fire broke out after the ship had left Kupang port in West Timor and was five miles from the port, heading for East Kalimantan. Early indications suggest the ship was overloaded. It listed causing panic among the crew, some of whom let off rescue flares, which hit the animal fodder and started an inferno. All 37 crewmembers were rescued, some of whom had light injuries. Authorities were battling to try and evacuate the cows on

the ship, however there are believed to have been many cattle who have died in the accident. The 1,050 dwt ship was badly burned and is now heading for repairs. **Source : Splash 24/7**

NAVY NEWS



an US NAVY **V-22 Osprey** on deck of the Dutch **ZR.MS. KAREL DOORMAN** Photo : **CDT Karel Doorman**

The **Bell Boeing V-22 Osprey** is an multi-mission, tiltrotor military aircraft with both a vertical takeoff and landing (VTOL), and short takeoff and landing (STOL) capability. It is designed to combine the functionality of a conventional helicopter with the long-range, high-speed cruise performance of a turboprop aircraft. The V-22 originated from the United States Department of Defense Joint-service Vertical take-off/landing Experimental (JVX) aircraft program started in 1981. The team of Bell Helicopter and Boeing Helicopters was awarded a development contract in 1983 for the tiltrotor aircraft. The Bell Boeing team jointly produce the aircraft.[5] The V-22 first flew in 1989, and began flight testing and design alterations; the complexity and difficulties of being the first tiltrotor intended for military service in the world led to many years of development. The United States Marine Corps began crew training for the Osprey in 2000, and fielded it in 2007; it supplemented and then replaced their Boeing Vertol CH-46 Sea Knights. The Osprey's other operator, the U.S. Air Force, fielded their version of the tiltrotor in 2009. Since entering service with the U.S. Marine Corps and Air Force, the Osprey has been deployed in transportation and medivac operations over Iraq, Afghanistan, Libya and Kuwait. The JSS "Karel Doorman" has been designed by Damen Schelde naval shipbuilding for the **Royal Netherlands Navy** to operate both in the lower and higher levels of the force spectrum. The main mission of the **KAREL DOORMAN** is an strategic transport, Replenishment at Sea of other ships and sea basing. The vessel accommodates 175 crew and up to 125 non-listed persons, such as helicopter crew and medical teams. For the support of operations a fully equipped role 3 hospitals are installed. The **KAREL DOORMAN** has 2000 lane meters for transport of materiel, a helicopter deck with landing spots for operating two Chinooks, and a hangar with a storage capacity of up to 6 helicopters. The **KAREL DOORMAN** has the facilities for loading and unloading operations of materiel and goods in harbors, near the shore or at open sea, two Replenishment At Sea masts, a deck crane, a roll on/roll off facility for vehicles and a steel beach stern construction for accommodating cargo transfer via landing craft. In order to reduce the vulnerability, the vessel is outfitted with signature reduction measures, ballistic protection, blast resistant constructions, redundant and shock resistant systems, a gas citadel, and extensive fire fighting systems.

USS Rushmore Aids 65 People at Sea Near Indonesia



Makassar Strait -- **USS Rushmore (LSD 47)** rendered assistance to 65 people on makeshift bamboo rafts in the waters between the Indonesian islands of Kalimantan and Sulawesi June 10. Shipboard lookouts spotted the distressed persons waving orange and white flags. Rushmore's commanding officer, Cmdr. Thomas Stephens, ordered the launch of a small boat with two search and rescue swimmers to provide

assistance. Rushmore Sailors discovered 65 people on sinking bamboo rafts tied together with no means of propulsion, food or water. Sailors and Marines brought all 65 people on board the Rushmore for medical attention and will coordinate with local officials for their well-being. "This is an example of the Essex Amphibious Ready Group's professional maritime skill and ability to be where it matters, when it matters to offer assistance," said Capt. Clint Carroll, Commander, Essex Amphibious Ready Group. Rushmore was transiting the Makassar Strait after having just completed a port visit to Manado, Indonesia. As part of the Essex Amphibious Ready Group (ARG), Rushmore is in the Western Pacific en route to the Arabian Gulf for a routine deployment. Deployed with a Marine Expeditionary Unit, the ARG serves as a sea-based crisis response force capable of conducting amphibious missions across the full range of military operations. **Source : military.com**

Damaged nuclear submarine leaves shipyard, to be scrapped

A nuclear-powered submarine heavily damaged by a fire set by a shipyard worker three years ago departed Portsmouth Naval Shipyard on Friday for a final journey to the West Coast, where it'll be cut up for scrap. Shipyard workers completed the inactivation of the former **USS Miami**, removing equipment and ship systems, before it was towed away by tugboats with assistance from two Navy ships, shipyard spokeswoman Danna Eddy said. The May 2012 fire, which occurred while the submarine was undergoing an overhaul at the shipyard, turned into an inferno that took more than 100 firefighters half a day to douse. Seven firefighters were hurt. A former shipyard worker pleaded guilty to setting the fire and is serving a 17-year prison sentence. Prosecutors said the worker suffered from anxiety and set the fire because he wanted to leave work early. The Navy originally intended to return the Los Angeles-class attack submarine to the fleet after extensive repairs. But it decided to scrap the submarine when estimated repair costs grew to upward of \$700 million. The Navy said farewell to the Miami during a ceremony in March 2014. **Source: washingtontimes**



The French frigate **F 795 COMMANDANT DUCUING** arriving in Malta **Photo: Michael Cassar ©**

U.S. and Russian navies hold talks on avoiding accidental clash

The U.S. and Russian navies met this week for the first time since the Ukraine crisis began to discuss how to avoid an accidental clash at sea or in the air, a U.S. naval commander said on Friday. Russia has stepped up its probing of NATO's defences since Moscow's annexation of Ukraine's Crimea region last year caused the worst crisis in East-West relations since the Cold War. NATO has responded by increasing patrols and exercises in eastern Europe. The European Leadership Network, a thinktank, last November chronicled almost 40 potentially dangerous incidents over that period involving Russian and Western militaries, including near-misses in the air and at sea. A Russian Navy delegation led by Vice-Admiral Oleg Burtsev met a U.S. team led by Rear Admiral John Nowell at U.S. Sixth Fleet headquarters in Naples, Italy, on Wednesday. "There was an open, frank and direct discussion ... about how we can better operate in the same bodies of water and avoid miscues, mistakes or miscalculations," Vice-Admiral James Foggo, deputy commander of U.S. naval forces Europe, told reporters on a conference call, giving no further details. "I think that dialogue was productive." The two navies, which signed an agreement in 1972 on operating safely in international waters, last met in November 2013. Foggo is leading a 49-ship international fleet in an exercise in the Baltic Sea involving 17 NATO allies.

or partner nations with 61 aircraft and 5,600 personnel. The exercise is held annually, but this year's edition is the largest and, NATO says, a demonstration of its resolve to defend the Baltic region, where allies feel threatened by an increasingly assertive Russia. Foggo rejected suggestions that any NATO navies were being intimidated into avoiding the Baltic or the Black Sea. "We are here with 49 ships right now and we are operating in areas all over the Baltic Sea," he said. "I frequently operate in the Black Sea with destroyers from the Sixth Fleet, so no, they are not no-go areas, and we will continue to operate in both places." Russia plans to modernise and expand its Black Sea fleet, which was based in Crimea even before last year's annexation and is seen by Moscow as a platform for projecting power beyond the Black Sea into the Mediterranean. **Source : Reuters (Editing by Kevin Liffey)**

Naval ship catches intermittent signals from missing Coast Guard Dornier aircraft; oil spill noticed again

Chennai: Hopes for locating the Coast Guard Dornier aircraft that went missing on 8 June brightened on Saturday with a naval ship picking up signals besides spotting oil spills that are being tested to determine whether they are from the ill-fated plane. "**INS Sandhyak** has detected intermittent Tx, likely to be from the SLB (Sonar Locating Beacon) of the missing aircraft," Defence Ministry spokesperson Sitanshu Kar tweeted. "Multi-coloured oil seen in concentric circles indicating oozing of oil in area under focus," he said. Meanwhile, in a statement here, the Coast Guard said, "**INS Sandhyak** undertaking sub-surface search, detected intermittent transmission of 37.5 Khz, likely to be from the Sonar Locator Beacon (SLB) of the missing aircraft." The transmission is around the position (coastal Tamil Nadu somewhere around Karaikkal-Cuddalore) where the Air Traffic Control (ATC) radar had lost contact of the aircraft. "Efforts to search and locate the missing ICG Aircraft by the ICG and IN ships in area of probability continues for the past 110 hrs," the statement said. A multi-coloured sheen of oil in concentric circles was sighted which indicated oozing of oil, it said adding the sample of oil has been sent to the laboratory for analysis. On Thursday, a similar sample tested by IOC turned out to be only sea water with no traces of oil in it. Submarine **INS Sindhudhvaj** is likely to arrive in the area late in the evening for further augmentation of sub-surface search, the Coast Guard said. Also, National Institute of Ocean Technology has diverted its research vessel 'Sagar Nidhi', which is likely to arrive in the area for augmenting underwater search by tomorrow. In addition to this, Reliance India Limited has been approached to extend services of its Multi Support Vessel (MSV) with Remotely Operable Underwater Vehicle (ROV) for underwater operations. A total of 10 CG and IN ships with two aircraft are undertaking the search for the missing aircraft till now, the Coast Guard statement said. Earlier, Coast Guard (East) Commander, Inspector General S P Sharma, said "further tests are being done to get into the location of the missing aircraft more precisely". **Source : Firstpost**

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NASSCO gives Navy 'pier at sea'

The Navy on Friday took delivery of one of the most sophisticated logistics ships ever developed, a so-called "pier at sea" built at the **General Dynamics-NASSCO shipyard** in Barrio Logan. The 785-foot **USNS Lewis B. Puller** is the third Mobile Landing Platform (MLP) ship built at NASSCO. All three of the vessels can be used to transport troops,

vehicles and equipment to and from shore. But the Puller is capable of doing far more. The tanker-like ship was designed with a flight deck that can accommodate four helicopters, and it will be upgraded to handle MV-22 Ospreys, a tilt-rotor aircraft primarily used to transport Marines. The ship -- which cost at least \$450 million -- also added more



space for fuel and equipment, repairs, and accommodations for 250 personnel. The Navy says the Puller can be used for everything from airborne mine countermeasures work to anti-piracy to humanitarian and disaster relief. The Navy formally calls the Puller an Afloat Forward Staging Base. "During the first Gulf War, there was a port in Saudi

Arabia where you could off-load people and equipment. That won't always be the case," said Eric Wertheim, a defense analyst at the U.S. Naval Institute in Annapolis, Maryland. "Sometimes, the Navy won't have access to a friendly port, or there won't be one suitable for large ships. The MLPs give you a floating staging base to work from. This also allows the Navy's high end warships -- like amphibious assault ships -- to move on to other missions while the MLP stays behind to do things like mine countermeasures." The Defense Department has already awarded NASSCO a \$498 million contract to build a fourth MLP. And it appears likely that Congress will set aside money for a fifth. The Puller is the second ship NASSCO has delivered to a customer this year, and a third will follow. The shipyard is experiencing a boom fueled by 10 contracts for commercial product and container ships, the MLP program, and NASSCO's long-term naval ship repair work. Since early 2014, employment has grown from 2,500 to 4,000. That figure is likely to remain unchanged for a year or two, and perhaps longer. NASSCO will bid for the right to build an amphibious assault ship -- priced at about \$3.5 billion -- and a group six Navy oiler tankers -- collectively priced at about \$3 billion. The Navy says NASSCO, the only major shipbuilder on the West Coast, will get one of the two contracts. The other will go to Huntington Ingalls Industries, the only other American company capable of building these type of large naval vessels. The focus Friday was on the delivery of the Puller, which carries the name of the late Marine Corps Lt. General Lewis "Chesty" Puller, the most decorated Marine in corp history. The delivery "symbolizes an immense culmination of efforts made by the hard-working men and women of the General Dynamics NASSCO shipbuilding team," said Kevin Mooney, vice president of operations at NASSCO. "At NASSCO we are building and delivering affordable ships that are providing new and revolutionary capabilities for America's Navy and Marine Corps." **Source : utsandiego**



from left: **STOLT VESTLAND/GSF CELTIC SEA/GIOVANNI BATTISTA DE CARLINI** at Malta
Photo: Michael Cassar ©

ABG Shipyard discussing selling a stake to Prinvest

Mumbai: The backers of financially troubled **ABG Shipyard** may sell a stake to **Prinvest Holding**, a filing to the Bombay Stock Exchange confirmed today. The Beirut-headquartered naval and commercial shipbuilder has issued ABG with a firm expression of interest, the shipyard said. "We are in discussion with them for a strategic stake sale," ABG said in the filing. India's largest private shipyard has been in a debt workout scheme for a couple of years. Prinvest Holding owns Nobiskrug and ADM Kiel shipyards in Germany; Hellenic Shipyards in Greece, the CMN yard in France and Logistics International SAL ADM Shipyards in the UAE. ABG missed payments to some banks last month, putting further pressure on the yard. Its share price has dropped 43% in the last 12 months. **Source : SPLASH 24/7**

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The **AZAMARA QUEST** (ex R Seven, ex Delphin Renaissance, ex Blue Moon), Maltese flag 30,277T x 18,596KW, 686 pax, 408 crew, departing Falmouth UK 13th June. The vessel was alongside during the Falmouth 3 day **International Sea Shanty festival** featuring 53 groups at 21 venues. Left seen Custom House Quay where one of the events was taking place adjacent the 400 year old Chain Locker pub for those that needed to refresh! **Photo's : Tim Mark ©**

DEA Group: Alta oil and gas discovery confirmed

Drilling of delineation well 7220/11-2 and side track 7220/11-2 A on the Alta discovery in production license (PL) 609 in the Barents Sea has been successfully completed. Drilling location is approximately 6.5 km south west of the Alta

discovery well, and some 160 km from the Norwegian coastline. "The discovery made in the first Alta well last year is promising," says Hugo Sandal, Managing Director of DEA Norge. "With the drilling of this delineation well and side track, as well as the upcoming drilling of a fourth well, we will have a much clearer view of the reservoir potential," Sandal adds. The purpose of well 7220/11-2 was to confirm the reservoir model and to prove the presence of hydrocarbon columns and fluid contacts similar to those established in the Alta discovery well. The preliminary evaluation of the recoverable oil and gas resource range from the Alta discovery well is estimated at 125 to 400 million barrels of oil equivalent (MMboe). The delineation well encountered a 50 meter gas column in reservoir rocks of varying quality. The oil zone was found in rocks without reservoir qualities, and this is why a side track was drilled, about 330 meters to the west. The side track well 7220/11-2 A encountered movable oil in rocks of moderate reservoir quality. Pressure data and fluid properties indicate communication between the delineation well, the side track and the discovery well. Extensive data acquisition and sampling was carried out in both wells, including conventional coring and fluid sampling. The results from these two wells are important with regards to the further work of mapping the top reservoir level and reservoir quality along the western flank of the Alta discovery. The resource estimate will be reevaluated after the next delineation well that will be drilled shortly. Well 7220/11-2 and side track 7220/11-2 A are the second and third wells drilled in PL609. They were drilled to a total depth of 2,020 and 2,041 meters below sea level, respectively, in a water depth of 379 meters, using the drilling rig Island Innovator. They will now be permanently plugged and abandoned. DEA Norge is partner in PL609, with a share of 30%. Operator is Lundin Norway with 40% interest and Idemitsu Petroleum Norge holds the remaining 30% share. For more information, please visit : <http://www.dea-group.com>

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Petrofac awarded engineering and procurement contract in Oman

Petrofac, the international service provider to the oil and gas industry, has been awarded an engineering and procurement contract by **Petroleum Development Oman (PDO)** to provide services for its Yibal Khuff project, a field located approximately 350 km south west of Muscat in the Sultanate of Oman. Under the terms of the four and a half year contract Petrofac will be providing reimbursable detailed engineering, and construction and commissioning management support services and procurement on an incentivised pass-through basis. This will extend throughout construction and during start-up of the integrated oil and sour gas facility. The total contract value is expected to be around US\$ 900 million with around one-quarter of the revenues relating to professional services (engineering, construction and commissioning management). Development of the field will add to PDO's future oil production whilst the associated gas will be utilised for power generation and enhanced oil recovery developments. Craig Muir, Managing Director for Petrofac's Engineering & Consulting Services business commented: "This contract builds on the Rabab Harweel Integrated Project which we are already executing alongside PDO and represents a further milestone in the development of our EPCm delivery strategy. Furthermore it reinforces our presence in Oman where we have a number of ongoing projects and a local engineering office, and where this project will further complement our agenda for increasing in country value. We will continue to maintain a strong focus on this aspect of our delivery by accessing the local supply chain and recruitment of local resources and we are very much looking forward to growing and strengthening the team working alongside PDO to deliver this project." Petrofac is a leading international service provider to the oil & gas production and processing industry, with a diverse client portfolio including many of the world's leading integrated, independent and national oil & gas companies. Petrofac is quoted on the London Stock Exchange (symbol: PFC). Petrofac designs and builds oil & gas facilities; operates, maintains and manages facilities and trains personnel; enhances production; and, where it can leverage its service capability, develops and co-invests in upstream and infrastructure projects. Petrofac's range of services meets its clients' needs across the full life cycle of oil & gas assets. With around 20,000 employees, Petrofac operates out of seven strategically located operational centres,

in Aberdeen, Sharjah, Abu Dhabi, Woking, Chennai, Mumbai and Kuala Lumpur and has a further 24 offices worldwide. For more information, please visit: www.petrofac.com



18-12-1982 : The **CEMENTIA** in Mombasa photo : Bryan Shankland ©

.... PHOTO OF THE DAY



The latest fleet addition to P&O cruises is the **BRITANNIA** above seen arriving in Zeebrugge - Photo : Dirk Neyts ©

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