Number 114 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 23-04-2012

News reports received from readers and Internet News articles copied from various news sites.

The brandnew VIKINGBANK arriving from Delfzijl in Terneuzen to load her “first” cargo with destination Norway - Photo : P., M. & Ph. van Luik - www.shipsofterneuzen.nl ©
**EVENTS, INCIDENTS & OPERATIONS**

**Costa Concordia to be salvaged in 1 piece**

Salvage work to remove the capsized **Costa Concordia** cruise ship from its rocky perch off Tuscany, where 32 people died, will begin early next month and is expected to take a year, the Italian owner announced Saturday.

The U.S.-owned company **Titan Salvage** won the bid to remove the ship, which struck a reef off the tourist-dependent island of Giglio on Jan. 13, after the captain veered off course and steered the liner carrying 4,200 people close to shore in an apparent stunt. Thirty-two passengers and crew members died in the frantic and delayed evacuation. Two of those remain missing. The salvage plan, which still needs approval by Italian authorities, foresees removing the ship in one piece and towing it to an Italian port, Costa said.

Workers completed the removal of fuel from the **Concordia** on March 24, and Costa said environmental protection will be a “top priority” during the ship’s removal. The island of Giglio is in fishing grounds and falls within a sanctuary for dolphins. Islanders have expressed concern that the ship’s presence and salvage work will disrupt tourism, Giglio’s main economic driver.

Giglio Mayor Sergio Ortelli said it is important that the ship be removed in one piece with the least possible impact on the environment, economic and port activities, and that the operation be completed within a year, as foreseen, “so that we can return to normal.” **Titan Salvage**, based in Pompano Beach, Florida, has performed more than 350 salvage and wreck removal projects since 1980, according to its website. It will partner with **Micoperi**, an Italian...
marine contractor that specializes in underwater construction and engineering. **Titan** was one of six companies bidding for the salvage job.

Salvage crews and their equipment will be based at the nearby port of Civitavecchia in a move aimed minimizing the impact on Giglio's port activities, Costa said. "As was the case with the removal of the fuel, we have sought to identify the best solution to safeguard the island and its marine environment and to protect its tourism," Costa CEO Pier Luigi Foschi said in a statement.

Capt. Francesco Schettino is accused of abandoning the ship in the middle of a confused evacuation that saw passengers and crew members jump into the water and swim to shore after the ship's tilt made it impossible to lower lifeboats. Schettino, who is under house arrest and denies wrongdoing, faces possible charges of manslaughter, causing a shipwreck and abandoning ship. Other top officers and Costa officials also face possible charges. Schettino has claimed that the reef, which appears on many tourist maps, wasn't on his navigational charts.

The ship's owner, Costa Crociere SpA, has distanced itself from Schettino, contending he made an "unauthorized" maneuver that took him perilously too close to the island. It has said that only once, in August, was the cruise ship allowed to sail close to Giglio, because of a special occasion on the island. **Source : businessweek.com**

---

Dockwise to convert Black Marlin to Type 1 vessel on the back of first contract

**Dockwise Ltd** announces the decision to convert its Type 2 vessel, the **BLACK MARLIN**, to a Type 1 vessel similar to its sister ship, the **BLUE MARLIN**. Conversion will lift the **BLACK MARLIN**'s carrying capacity from 56,000 to 76,000 tonnes. The design engineering and ship construction contracts will be put out to tender immediately for execution of the conversion in 2014.

The decision to convert the **BLACK MARLIN** follows Dockwise's securing of a Letter of Intent (LoI) for the 2015 transport of a spar buoy from the North Sea to the Gulf of Mexico. Tendering for large scale transport & installation (T&I) projects continues to be busy and there is sustained global demand for access to Dockwise's larger vessels.

The conversion will require approximately 3 months and will be conducted during a scheduled dry dock overhaul in 2014. This conversion is a further step, following the commissioning of the Vanguard and the adoption into the Dockwise fleet of COOEC Type 2 vessel, HYSY 278, to create substantially greater capacity and flexibility for the largest and most demanding projects.
Andre Goedee, Chief Executive, Dockwise, said: “The conversion of the BLACK MARLIN is the next in a series of steps as we adjust the scope and scale of the Dockwise fleet to the emerging opportunities at the large scale, premium end, of marine transportation. The shift in oil & gas exploration and production into ever more distant and challenging offshore environments is the signal trend for growth in this segment.”

Seeking truth behind a tragedy

By Jo Chandler - Sydney Morning Herald

STORIES of shipwreck, real and imagined, have a special place in the archive of human misery. The notion of being lost at sea, frail souls at the mercy of the elements, taps into our most deep-set fears. Witness the barrage of remembrances of the Titanic, a century on, and the media frenzy around the grounding of European cruise ship the Costa Concordia on the Italian coast in January this year. Three weeks after the COSTA CONCORDIA came to grief, with the loss of 32 lives, it was still making international headlines, overshadowing news that a heavily loaded island ferry vanished in wild seas off the Papua New Guinea coast somewhere around dawn on February 2. For a while it seemed the story of the MV RABAUL QUEEN was destined, like the ferry, to sink almost without trace, obscured by the bluster of the continuing maelstrom of Papua New Guinea’s political crisis and by early reports that now appear to have grossly underestimated the loss of life.
Almost three months on, the truth of the tragedy - together with disturbing questions about the conditions on board the ship, its safety systems and those of PNG's maritime protocols more broadly - is surfacing in the testimony of witnesses summoned to hearing rooms in Port Moresby and Lae.

Over the past two weeks, more than a dozen survivors have quietly provided raw firsthand insights into what is shaping up as one of the nation's most devastating recent tragedies.

George Turme, a 20-year-old university student, was the first to testify to the inquiry before Commissioner Warwick Andrew, the Australian judge heading the investigation at the request of the PNG government. Turme swears he was in the company of more than 500 other passengers on that wild, doomed overnight voyage from the island of New Britain to the mainland port of Lae - cramped shoulder to shoulder, packed onto the heaving decks so tight that sleeping, even sitting, was impossible for most. Turme spent most of the voyage squashed into a toilet area with other men, who assembled around the decks trying to give more protected space in the interior to women and children who spilled across the floors (there were only 50 seats on the whole vessel). It was an act of gallantry that would backfire horribly when the ship capsized.

According to the ship survey certificate presented to the inquiry, the RABAUL QUEEN could carry a maximum number of unberthed passengers of 295, and up to 15 crew - a total of 310. If Turme's estimate that there were more than 500 people on board - and it is one shared by several witnesses in sworn testimony to the inquiry into the disaster, but which outstrips passenger lists drawn from official manifests by about 50 - then well over 250 souls were lost when the Rabaul Queen sank in up to 3000 metres of water. The true toll may never be known, not least because the lack of records for the infants carried onto the ship by their mothers, and who could not save themselves or be saved.

Turme tells of the desperate, dark hour before the ship sank, as it listed heavily to the left - several witnesses were worried that the Queen seemed to be out of balance right from the time she departed Kimbe wharf. Around dawn someone - maybe a crew member, though it was impossible to tell as they did not wear uniforms - called on him and about 20 other men to go to the starboard side and try to balance the ship as it negotiated its way through the notoriously treacherous Viliz Strait, which separates New Britain from the mainland. They tried to lean out over the right side of the ship as the big waves came. "We look out for the strong wind. So when the waves hit the ship we all bend to the right side and try to balance it," Turme told Commissioner Andrew. Once, twice, when really big waves came in, they succeeded in keeping it upright but then "another strong wave come, came and hit the ship". It struck the back of the vessel on the starboard side and the Queen began to roll over to the left. Turme and the men with him all leapt into the water as she capsized.

A strong swimmer, Turme kept himself afloat in the dark, oil-slicked seas, swimming desperately away for a few minutes before turning back to see a couple of black life rafts, and climbing aboard one.

"When the vessel went down people were crying and shouting for help, so we tried to rescue some of them, mothers and children. Some of the children were already floating on top of the sea ... they were already dead."

In less than 10 minutes the RABAUL QUEEN sank under the waves. Turme and another 17 survivors - all adult men, no women or children found their way to the raft - were crowded into his lifeboat, riding the waves and the wind through the dawn and into the next afternoon. The lifeboat held no water, food or medical provisions - just a whistle.
Turme and a couple of others vomited. Lucille Pongi, a mother and housewife from Lae, had also made her way into one of the life rafts. She was a Rabaul Queen veteran, having made the voyage at least 10 times before. This was always the busiest time of the year for the ferry - with a new school term about to begin, students, families and teachers were returning to the mainland after spending Christmas visiting wantoks (extended family) in their island homes. Pongi had worried about overcrowding on previous trips, and recalled for the commission that when she had complained to a crew member a few months earlier - asking how many passengers were aboard - she had been told that the ship took 500 passengers. The man had said, "We normally take more than that", she said. On this trip she was travelling with her sister and her niece. They had already endured a sickening night of wild weather travelling from Rabaul, at the eastern tip of New Britain island, down to Kimbe at the western end.

When the exhausted passengers were ordered off in Kimbe for a couple of hours to allow the ship to be cleaned, refuelled and loaded with more passengers and cargo for the last leg of the journey to Lae, some thought better of continuing the journey. Many persevered though, fearful that they would forfeit their 350 kina ($A160) fares, or have to pay a fine to delay the journey. Pongi was tempted to join them - indeed her son came to speak to her on the wharf at Kimbe because he was so worried. "He said 'Mummy, do you wish to travel?'" He had heard there was a cyclone warning in Fiji and wild seas forecast through the PNG islands. "Look at the waves - you still wish to continue?"

As her sister wanted to push on, Pongi felt compelled to continue. But she was not happy. "I tell you it was so crowded, more than what we normally ... had on board. There was no space. You just crammed like that when we were sitting down. There's no place to stretch your leg, to sleep or rest your bag. We had to, you know, just sit up like this all night ... there were so many people on board." Another passenger, a man, had told her that when he boarded a woman standing with the manifest and counting heads had told him: "You are the last one, and the total is 500-something."

Unable to sleep, she became worried when she heard a strange whistling noise sometime in the dark of the early morning. She roused her sister. Something was not right. "I think the ship has a hole in it." Her sister said: "Well, you've got funny ideas." But, Pongi told the inquiry, "the ship was unbalanced, leaning toward the left". Soon after dawn she was screaming at her sister: "Dianne, don't sleep, get up, we're in trouble. Get the crew to give us a life jacket and get us prepared." But the life jackets, when she found them, were padlocked in a wire cage - a claim also made by several other witnesses.

Pongi said she was "calling out for the people to give us the life jacket because I knew it was about to sink and I was standing there when the waves hit the ship and it just capsized. "I was under the water for some time and I don't know ... I had my eyes open and it was like a movie I was watching, under the water inside the sinking ship. I was swimming, trying to, you know, find my way out. "I could see men, women and children, you know, struggling and then some children were ... drowned already, they were just floating." People struggled to open sliding glass doors. Somehow she escaped. "I had a prayer, I said thank you Lord. If you wanted me to die, I could have died already in there." She grabbed a "little rainbow bag" that was floating in the water and clung to it for maybe an hour before finding her way into a lifeboat. Her sister and niece also survived. Determining the true passenger numbers is one of the central preoccupations of the inquiry. Other main areas of investigation emerging in questioning so far relate to the condition of the vessel; its cargo load; access to life vests and life rafts; the competency of the crew; the weather conditions and processes for the issue of weather warnings (it emerged that the National Weather Service had no internet because the responsible department had not paid the bill); and the competency and oversight of the National Maritime Safety Authority (NMSA). One passenger witness, architect Roderick Voit, claimed he saw a brown beer bottle thrown from the wheelhouse into the sea soon after the ship left Kimbe wharf. Insurance and marine
survey specialists have given evidence of concerns about the condition of various vessels in the Rabaul Shipping fleet, and one inspection document from 2006 noted that some life rafts were missing - apparently taken for servicing.

Another witness, Roby Naigu, officer in charge of the NMSA, raised concerns about the man at the helm of the Rabaul Queen when she foundered, Captain Anthony Tsiau. Naigu said he believed Tsiau had previously run two ships aground - though his knowledge of this history was challenged by the defence. "This is the third one, Rabaul Queen, under his command. I believe we would have saved this Rabaul Queen incident if ... as an authority we were alerted to this past issue of the same captain who has sunk two other ships already." He had also had a confrontation with Tsiau two years earlier after accusing him of inappropriately loading dangerous goods - canisters of oxygen and acetylene - aboard the Rabaul Queen, a matter that had flared into a confrontation and later a legal dispute with the ship's operator, Rabaul Shipping Ltd.

On the question of passenger overloading, the integrity of manifests has been closely scrutinised. The inquiry has already heard from one passenger who was not listed on any manifest. The managing director and major shareholder of Rabaul Shipping Ltd, and operator of the Rabaul Queen, Australian-born veteran seaman Captain Peter Sharp has conceded under questioning by counsel assisting, Queensland lawyer Mal Varitimos, that there were up to 376 passengers and crew on board, plus infants.

Sharp has been the focus of intense local anger and personal threats over the tragedy. Three of his other ships were torched in Bougainville shortly after the Rabaul Queen sunk. Meanwhile investigations by PNG authorities to identify all the people on board, including a public appeal for family and friends to come forward, led to estimates of 453 people on board including children, 230 of whom had been rescued; four bodies located; and 219 listed as missing.

Sharp - who has pledged to fully co-operate with the inquiry - told the inquiry that the Japanese-built, 42-metre vessel had specifications that it could carry 358 adults. This figure appears in some of the insurance and certification documentation tended to the inquiry. He insisted under close questioning that the ship was not overloaded, quoting a provision in the Merchant Shipping Act that a passenger vessel is not overloaded if it does not exceed its load marks as determined on the hull.

"The vessel was operating safely," Sharp told the commission. He said in loading the vessel his crew would "basically look at the load line. If they're not over the load line they consider they are not overloaded." More hearings are scheduled to continue at ports along the Rabaul Queen route, and a report is due to be presented to the PNG government by June 30. Source: smh.com.au
Last week HAL’s RYNDAM arrived in European waters for the 2012 summer cruise season. The deck department is happy to be back in Europe again and to serve the European HAL customers for the next few months, the first port in Europe was St. Malo after the North Atlantic crossing from Florida.

Left: The RYNDAM seen in St. Malo
Photo: Sven Janssen ©

Right: The RYNDAM moored in Rotterdam for the first time this season
Photo: Paul Gerdes ©

The 55,819 GRT Ryndam offers enhanced amenities and services and is designed to carry fewer passengers than other ships in her class. Themed around Dutch exploration, the décor features art and artifacts from the seventeenth to the nineteenth centuries.

Right: The RYNDAM moored in Rotterdam for the first time this season
Photo: Paul Gerdes ©

The 220 mtr long Ryndam is the third Statendam-class ship ordered by Holland America Line after the company’s acquisition by Carnival. The preceding two ships in this class are Statendam and Maasdam, both of which are still active. Ryndam’s styling builds upon that of the ships that were active for Holland America at the time of the
purchase by Carnival, specifically the layouts of the Noordam and Nieuw Amsterdam. Public rooms such as the Explorers Lounge, Crow's Nest and Lido Restaurant, as well as their placement on the ship, all are transfers from these previous builds.

**Photo:** Cees van der Kooij ©

Built at Fincantieri, Ryndam features art specifically commissioned for the ship, including the sculpture featured in the central atrium that spans three decks—Lower Promenade, Promenade and Upper Promenade. Included amongst the art collection are pieces gleaned from previous Holland America ships from their more than 130 year history. Since Holland America recycles their ship names (new versions of Noordam and Nieuw Amsterdam are currently sailing), some references to previous ships that bore the Ryndam name can also be found.

The ship features 10 passenger-accessible decks, from the Sky Deck to A Deck. B Deck and below are reserved for crew activities, service facilities and crew accommodations. B Deck is only accessible to passengers during tendering operations. In order to facilitate moving of service equipment and supplies, Ryndam's B Deck features a classic "Broadway" construction—a wide central passage that runs the full length of the ship.

The ship is powered by diesel-electric engines with a top cruising speed of 22.6 knots (41.9 km/h; 26.0 mph) is having a capacity of 1258 passengers and 602 crewmembers.

**Outbound from Rotterdam bound for the Canary Island via Dover – Photo:** Ernst Lohmann ©

The Ryndam currently rotates between Caribbean sailings in the Winter based out of Tampa, Florida and Europe sailings during the Summer based out of Rotterdam & Amsterdam, Netherlands as well as Dover (London), England and Barcelona, Spain.

On behalf of the readers of the newsclippings: welcome back in Europe and happy sailing!!

**MONITORING YOUR PORT APPROACH**

**SINCE 1872. 24 HOURS A DAY, 7 DAYS A WEEK, 365 DAYS A YEAR**
Singapore Maritime Week 2012 kicks off

The Singapore Maritime Week (SMW) 2012 was officially launched yesterday by Mr Lui Tuck Yew, Minister for Transport and Second Minister for Foreign Affairs at VivoCity. As part of the launch, several public outreach activities were organised by the Maritime and Port Authority of Singapore (MPA).

Sunday morning, over 800 participants from all walks of life participated in the Amazing Maritime Challenge, where nine maritime-themed game stations were set up in and around the Maritime Experiential Museum in Sentosa. The two winning teams of the challenge completed all nine stations in less than five hours and walked away with $1,500 and $800 in cash respectively.

The prizes were given out by Minister Lui, who also honoured the winners of the ‘Your Colourful World of Containers’ design competition. The design competition - organised by MPA in partnership with the Nanyang Academy of Fine Arts (NAFA) - saw a total of 466 entries for both the NAFA Category and the Open category.
The winner of the Open Category was Ms Liew Chia Chyun. Her entry, titled "A" to "Z" ingredients for Singapore, was an illustration of 26 items from A to Z carried in containers that is needed for nation building and creating a successful business hub. All winning and shortlisted container design entries were on display at the 'Walk through Maritime Singapore' exhibition at VivoCity which ended today.

The exhibition attracted more than 18,000 visitors with its display of container designs, interactive panels illustrating various facets of Maritime Singapore, and the fun activity corners. "We hope that through these activities, we are able to share with the wider community about Singapore's dynamic and exciting maritime sector," said Mr Lam Yi Young, Chief Executive of MPA. Coming up, SMW 2012 will see a line-up of conferences, meetings, dialogues and networking events that celebrate and showcase the diversity and vibrancy of the Singapore maritime industry Source : AsiaOne

Kerala wrong in detaining Italian ship: Centre to SC
The Centre on Friday sparked a controversy when one of its law officers told the Supreme Court that Directorate General of Shipping felt that Italian ship MT Enrica Lexie, which is in the custody of Kerala Police, was in international waters and, therefore, beyond Indian jurisdiction when it was detained by cops. “It is doubtful whether
the police station had the jurisdiction in this case. I have the coordinates of the ship. The vessel carried an Italian flag and was found to be at 20.5 nautical miles from the coast. Our territorial waters end at 12 nautical miles. Beyond it the international law would apply," additional solicitor general Harin Rawal told a bench of justices R M Lodha and H L Gokhale. When asked by the bench, he said the merchant vessel "can be released".

Within hours, Rawal retracted his stance, claiming that what he said in court was his personal opinion, and that he had received no instruction from the government. As if in tandem, the shipping ministry also issued a statement denying that it was at odds with Kerala government on the issue which has inflamed anti-India sentiments among sections in Italy. Even the ministry of external affairs chipped in as part of what appeared to be a damage-control exercise.

In a press release, the shipping ministry stressed that it had filed no affidavit before the Supreme Court "nor any such instructions were given to the government counsel. "There is no difference of opinion between the Centre and the state government," the ministry further said.

The Italian merchant ship has been in Indian custody since February 15 when two naval guards on it opened fire killing two Indian fishermen after they mistook the latter's trawler to be a pirate vessel. The two marines are in detention, with authorities as well as kin of victims rebuffing all overtures for an out-of-court settlement. The ship owners had moved the court challenging the detention of the ship by Kerala Police.

Raval's statement that Directorate General of Shipping had no objection for the release of the ship weakens the legal force behind Kerala Police's decision. Significantly, the day also saw the Italian government, through its embassy, moving a fresh petition in the apex court claiming that trial of the two Italian marines in the state was vitiated because of violation of international law as well as surcharged atmosphere. The Italian government pointed to the alleged location of the ship in international waters: a claim now supported by the Directorate General of Shipping. The Italian government on Friday again argued that the two marines be handed over by the state government to the Indian government for further action under international law.

Indian government has asserted its right to try the two Italians under Indian law on the ground that they are accused of killing Indian nationals on an Indian vessel, arguing that the issue of whether the Italian vessel was in international waters at the time of shooting was not relevant to the case. The stance was reaffirmed by MEA after Rawal's statement in SC. "The MEA's position remains the same. We have jurisdiction," a ministry spokesperson said, adding the shots were fired at a vessel registered in India.

Rawal's statement, which he later termed as his personal view, appeared to have surprised the SC bench, with the two judges asking, "So, according to you, Kerala Police has no jurisdiction to try this case." Raval said, "It is doubtful whether the concerned police station in Kerala had jurisdiction." The bench said, "We do not expect such a stand from the central government when citizens of this country have been killed. It is very unfortunate as the persons killed are within Indian territory."

However, the bench seemed equally puzzled by Kerala government's decision to detain the ship. "Do you attach a train just because a crime has occurred in it? It is a very strange case where the ship is attached even when there is nothing to remotely suggest it had any association with the crime." The bench posted the matter for further hearing on April 30. An hour after the bench decided to adjourn the case to get the response of the families, Raval clarified to TOI that whatever he told the court were his personal views on the case and that he had not got any instruction from the government.

Congress spokesperson Manish Tewari said, "It is not uncommon that in a court of law, you have different ministries of the government at times taking different stances. It may be reflective of the position of a particular department. We
do fundamentally believe where Indian lives are involved, where Indian citizens are involved, every government -- the central government and the state government -- has every right to take whatever action they deem appropriate in larger national interest." Opposition BJP spokesperson Rajiv Pratap Rudy said, "We are not on the fact as to who was wrong and who was right, as the court should take a call on that, but we are concerned about the shooting incident in which the poor fishermen got killed."  

Source: IndiaTimes

China dispatches patrol boat to seas disputed with Philippines

A Chinese patrol boat has arrived near the scene of a territorial standoff with the Philippines as part of China's stepped-up patrols of the South China Sea, the official Xinhua News Agency reported Friday. The Yuzheng-310, described as China's most advanced fishery patrol ship, arrived off Scarborough Shoal, known in Chinese as Huangyan Island, at noon to begin a "mission to protect the country's interests in territorial waters," the report said.

China is increasing its South China Sea patrols, allegedly to protect maritime interests, because "Chinese fishing boats have been frequently harassed or seized by armed ships of neighboring countries," the report said.

China and the Philippines have been in a prolonged diplomatic spat since when two Chinese maritime surveillance ships blocked a Philippine patrol ship attempting to arrest Chinese fishermen poaching in a disputed area west of the Philippines' main island Luzon. China says a Philippine navy ship harassed the fishermen, who have now returned to China, while they were sheltering from harsh weather. Source: The Mainichi

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE “DEACTIVATED” AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.
Proposed Acquisition of Fairstar by Dockwise to Accelerate Achievement of Strategic Goals

Dockwise Ltd., indirectly, through its wholly-owned subsidiary Dockwise White Marlin B.V., has entered into share purchase agreements for the acquisition of approximately 54% of the shares in Fairstar Heavy Transport N.V., a company listed on the Oslo Stock Exchange. Certain of these agreements representing approximately 19% of the shares in Fairstar have today become unconditional and will be completed shortly. Other agreements remain conditional, and completion of these agreements is subject to approval of resolutions for the financing of the purchase of shares in Fairstar through an offering and issuance of new shares in Dockwise, primarily by the way of a rights issue, at the General Meeting of Dockwise shareholders to be held on 9 May 2012. Following and subject to such approval at the AGM, the conditional purchase agreements will be completed, and Dockwise intends in such case to launch a public offer to acquire all of the remaining issued shares in Fairstar for 9.30 NOK per share in cash.

**TRANSACTION HIGHLIGHTS**

- Step change in the scale and focus of the Dockwise fleet:
  - to better serve rapidly growing and evolving customer demand in the global oil & gas industry
  - to secure a global sustainable leadership position as a heavy marine transport and oil & gas service provider in an increasingly competitive market environment
  - A balanced presence throughout the oil & gas exploration, development and production phases:
    - reducing Dockwise dependence on short term upstream contracts
    - enhancing visibility on future revenues and earnings
  - Advancement of Dockwise fleet rejuvenation plan, with associated capex savings
  - EBITDA and cash flow enhancing, immediately
  - Offer of 9.30 NOK implies premium of more than 22% on latest share price of NOK 7.62
  - Transaction to be financed through equity issue of USD 230 - 300 million, consisting of:
    - approximately USD 250 million rights issue, of which as of today USD 234 million has been committed
    - issue of USD 50 million bridge equity in preference shares
  - Shareholders in the enlarged Dockwise group to benefit from greater critical mass by market capitalisation and improved liquidity and stability of investment

Dockwise’s Chief Executive Officer, André Goedée, said: "The proposed acquisition of Fairstar, and the integration of their four vessels into our fleet significantly accelerates progress towards our strategic objectives. Fairstar's growing position in downstream processing projects, including LNG module transportation developments such as Gorgon and Ichthys, is highly complementary to Dockwise's existing market strengths. The transaction powerfully enhances our ability to provide our clients throughout the Oil & Gas industry with the diverse and project specific services they require. Next and of equal importance is the fundamental increase in size of Dockwise, reinforcement of its balance sheet and increased earnings potential. An important step forward at the right time."

Fairstar Heavy Transport NV Board of Directors REJECTS Dockwise take over proposal

Fairstar Heavy Transport N.V. has received an unsolicited, conditional offer from Dockwise to acquire Fairstar shares at a purchase price of NOK 9.3 per share.

The Joint Supervisory and Management Boards of Fairstar have met this evening and concluded that the conditional offer for Fairstar shares significantly undervalues the business and recommends to Fairstar shareholders NOT TO ACCEPT the conditional offer from Dockwise. The Board is aware that a number of shareholders have been solicited by Dockwise to enter into a conditional agreement at the current offer price and cautions shareholders to consider that accepting such an arrangement may limit their opportunities to accept an alternative proposal at a higher offer.

The Company considers the Dockwise offer to be opportunistic and overlooks a number of significant aspects of Fairstar's business, notably the replacement cost of the Fairstar fleet, the value of the Company's order book and the reputation Fairstar has established as a provider of high value marine transportation services for energy infrastructure projects involving the world's major energy and EPC Companies.

Philip Adkins, Chief Executive Officer of Fairstar, stated on behalf of Fairstar, "Fairstar has demonstrated remarkable success building an order book of almost USD 300 million with a modern, four vessel fleet. We have been awarded a
series of high value, multi voyage contracts for energy infrastructure projects for on-shore LNG, as well as off-shore field developments. In every single contract award, we have competed against Dockwise and won. The Fairstar “Red Box Strategy” has built the foundation of a business that has clear, sustainable returns to Shareholders for the next five years. The Dockwise offer is a clear confirmation of their failure to compete at the high value segment of the market. It is no surprise that they would try to capture the benefits of high value, multi voyage contracts by trying to buy our Company. However, the conditional nature of their proposal as well as the significant discount to the true value of Fairstar that they are offering should be treated with suspicion by shareholders. Consolidation in the marine heavy transport industry is not limited to the potential combinations the market is now aware of. After the Dockwise offer was published on the evening of April 22, Fairstar has been contacted by a number of shareholders who have informed us that they will not accept the conditional offer and have encouraged management to explore alternatives that will realize a more appropriate level of value for the Company.

NAVY NEWS

Top enlisted aboard submarine
Annapolis fired

The top enlisted sailor aboard a Groton, Conn.-based attack submarine has been fired for what the Navy termed “alcohol-related misconduct” during an overseas port call, Submarine Group 2 said Friday. Senior Chief Sonar Technician Submarines (SS) Gregory Cordray was relieved Thursday as chief of the boat of the Los Angeles-class attack sub Annapolis by Cmdr. John Gearhart, Annapolis’ commanding officer, according to a news release. Cordray is the eighth senior enlisted leader fired this year and the third from the submarine force. Cordray has been temporarily assigned to the submarine squadron at Naval Submarine Base New London, according to The Associated Press. Cordray declined to comment Friday when reached by AP. An investigation by Submarine Development Squadron 12 is underway, SUBGRU 2 said. No details of the incident were made available. Master Chief Electronics Technician (SS) Ed Durrua has been named chief of boat on a temporary basis. He previously was assigned to the Los Angeles-class sub Miami. Annapolis is forward-deployed, SUBGRU 2 said. Source: navytimes

ECDIS TRAINING

- Type specific courses
- Onboard training
- Familiarization training

www.alphatronmarine.com/training  Email: training@alphatronmarine.com

Return to the sea offers new hope for navy’s submarine service

Larry Hickey remembers a time in the mid-1980s when Canada’s submarine service was at the height of its powers — with skilled and experienced sailors on three submarines doing covert, anti-Soviet patrols alongside other NATO navies in the North Atlantic. A former sub captain and the recently retired commander of Canada’s Atlantic fleet, Hickey says it will take another 10 years of hard work before the navy can boast such a capable submarine service again.
Ever since Canada replaced its former Oberon subs with four, second-hand, Victoria-class boats from Britain, the navy's submarine program has been an exercise in sorrow and frustration.

“We are not at the stage we were after having operated (Oberon-class) boats for several decades — firing lots of torpedoes, being involved with anti-Soviet submarine patrols during the Cold War. We did a lot of stuff that people don't even know about,” Hickey said in an exclusive interview. “It's going to take another 10 years, it's going to be a long haul and a considerable amount of time before we have multiple submarines going to sea, to get us back up there,” says Hickey, who retired from the navy in January. Defence Minister Peter MacKay — in the midst of the F-35 fighter jet furor — last week hailed the return to the water of HMCS Windsor, one of the Victoria-class diesel subs purchased at the end of the 1990s.

The Windsor has finished a five-year refit on the Halifax waterfront, and its return to the sea suggests the navy may finally be turning the corner on its troubled, 12-year effort to get the Victoria-class submarines up and running. Hickey says refloating the Windsor is an important step in the right direction, but he cautions that it takes many things other than just floating subs, to make a potent submarine service. “It took us about 30 years with the Oberons to build a service that was on par with the diesel submarine forces of our NATO allies,” he says, adding that some of the hard-won skills and knowledge of that time has faded over the past two decades. Hickey sailed on all three Oberon subs and commanded two of them during his naval career. After those boats were decommissioned in the 1990s, he was involved, to varying degrees, in the integration of the Victoria-class boats into the Canadian fleet.

But problems piled up, starting in 2000 when Canadian sailors faced the difficult task of bringing back to life four cold, second-hand submarines that had been shut down in the seawater at dockside in Britain after the Royal Navy switched to an all-nuclear sub fleet. Then in 2004 Canadian sailor Lt. Chris Saunders died from smoke inhalation after a fire swept through HMCS Chicoutimi on its transfer voyage from Britain to Canada. That was followed by a series of engineering problems and accidents, including the underwater grounding last June that tore a large hole through the bow dome of HMCS Corner Brook. Despite their now notorious reputation, Hickey insists the problem is not with the vessels themselves, but the submarine program. He says some issues were unavoidable, such as the steep learning curve that came with reactivating a complex and unfamiliar weapons platform built in another country. But he also admits mistakes were made by Canada. “And you can point fingers in a lot of different directions blame-wise — the government, the navy and industry.” For example, the navy never intended for the subs to undergo deep maintenance in its own fleet maintenance yards on each coast, facilities more accustomed to performing less intensive tune-ups than full refits. Yet two boats, Windsor and Victoria, have each been fully refitted by the fleet yards — each refit taking more than five years — due to naval management problems and legal disputes with commercial shipyards, all of which delayed getting the subs in the water.

Such delays have created a severe lack of sea training for the navy's roughly 350 submariners. It has been a difficult decade for this small but elite group of sailors, who pride themselves on the stylized dolphin crests they wear — much like pilots' wings — on their uniforms. There was a brief period after the arrival of the new boats in Canada that sub crews felt like they were back in business. “You could see the fellas,” said Hickey. “They had a bit of a swagger again.” But it didn't last.

Last fall the navy concluded that roughly half its submariners haven’t had enough time at sea. This is despite efforts to deploy sailors on temporary postings with foreign subs such as those operated by the Netherlands and Germany. “For the past five or six years we've had difficulty getting our people a sufficient amount of time at sea in submarines to maintain their skills and to acquire new skills,” says Hickey. “We really need a period of having two submarines running, to get healthy again. “Our people haven't had the same level of training and experience that a previous generation would have had.”
As another former submariner explains it, sub crews have highly specialized skills, and even in normal times can quickly lose their edge. “It’s unbelievable how rusty you can get once you’re back onshore for any length of time,” says Chief Petty Officer (ret’d) Buster Brown, a former engineer on the Oberon subs. “I think there’s a lot of newness with the young fellas coming into submarines today. They’ve never really been exposed to constant running periods.”

Many submariners have also been deployed on the navy’s surface ships over the past decade, but the experience isn’t the same. Now, however, with HMCS Victoria on the verge of becoming operational on the West coast, and HMCS Windsor about to begin a nine-month series of sea trials in the Atlantic, the navy could have two of its four submarines in working order by 2013 — the first time in years. “It would be a real shame if we didn’t capitalize on the fact that we have two boats in the water,” says Hickey. “Now that we have a fair handle on the technical side of how these boats work, it’s time to focus on training and put people back to sea.”

Chinese, Russian warships gather for drill

Chinese and Russian warships gathered at the eastern Chinese harbor of Qingdao Saturday to prepare for a joint exercise, slated for April 22-27 in the Yellow Sea. A total of 16 vessels and two submarines from Chinese navy have been summoned at Qingdao of east China’s Shandong Province, including five missile destroyers, five missile frigates, four missile boats, a support vessel and hospital ship. Together with them are 13 aircraft and five shipboard helicopters. More than 4,000 Chinese servicemen will attend the drill, said the navy sources. On Saturday, a Russian naval task force arrived at the naval base in Qingdao. The task force, four warships from Russian navy’s Pacific Fleet and three supply ships, left their home port in Vladivostok on April 15.

The Russian warships include the Pacific Fleet’s flagship Varyag, a slava-class guided missile cruiser, and Marshal Shaposhnikov, Admiral Panteleyev and Admiral Vinogradov, three Udaloy-class destroyers. According to China’s Defense Ministry, the exercise will focus on joint maritime air defense, anti-submarine tactics, maritime search...
and rescue as well as joint effort to rescue hijacked vessels. The two navies will also deploy aircraft and special force units to conduct joint maritime anti-terror task in the exercise. China and Russia have conducted four bilateral and multilateral military exercises since 2005. Source: ChinaDaily

**SHIPYARD NEWS**

**IINO Marine**’s DWT 53,815 Product Tanker “**FREJA SELANDIA**” on her 1st. special survey at Cernaval Shipyard in the port of Algeciras. **Photo**: Enrique Pérez - Cernaval Shipyard ©

Korean experts to redesign Seaspan shipyard

A team of four engineers from the Korean shipyard giant **STX Offshore and Shipbuilding Company Ltd.** is in North Vancouver to recommend the most efficient way to redesign **Vancouver Shipyards**. Seaspan, the parent company of **Vancouver and Victoria Shipyards**, recently signed a deal with STX for the Korean shipbuilders to recommend the best way to upgrade the local shipyard to get ready for work on the new $8-billion federal shipbuilding contract. Seaspan is expecting to invest about $150 million in the shipyard in advance of cutting the first steel for federal non-combat ships. "We are redesigning our facility," said Brian Carter, president of Vancouver Shipyards. "We
want to make the shipyard most efficient." STX is one of the largest shipbuilding firms in the world, currently producing about 60 vessels a year. Carter said the company has vast expertise in designing workflow in shipyards so vessels are built as efficiently as possible. The more efficient the shipyard, the lower the cost to build. Source: The Victoria Times Colonist

1 dead, 3 injured in explosion at Benoi Road shipyard

One person was killed and three others injured on Friday after an explosion onboard a tugboat moored at a shipyard off Benoi Road in Singapore. The Manpower Ministry said the blast went off just after 11.30am. SCDF officers arrived shortly after being alerted to the incident. Four workers, all males, from Indonesia were sent to hospital with burns to their bodies. One of the men subsequently died in the hospital. Preliminary investigations showed that the crewmen were involved in hot works in the engine room onboard the vessel when the explosion occurred. Two foreign workers died after a blast at this same shipyard in May last year. Source: ChannelNewsAsia

Route, Ports & Services

B.C. Ferries on-time departure rate hits 91%

Recently released B.C. Ferries statistics show that 9% of ferry trips depart 10 or more minutes later than scheduled. The corporation says that for 56% of the time in their 2012 fiscal year, those late ferries were due to heavy vehicle traffic. Another 22% of late ferries were due to "procedural issues" such as marine traffic, accommodating passengers, fueling and Transport Canada-required drills. The 91% of trips that did leave on time between April 1, 2011 to March 31, 2012 represents the ferry corporation's best performance rate in its history, spokeswoman Deborah Marshall said.
There were 173,372 sailings in the fiscal year, meaning 15,604 of those were behind schedule. "We are quite proud of it. Our crews know how important it is for customers to be departing and arriving at their destinations on time," said Marshall. About 1,092 trips were delayed by mechanical problems, and about 780 sailings would have been late because of bad weather. She said different routes have different challenges.

"You get a terminal like Horseshoe Bay and there are three routes coming out of there," she said. "In the summertime we have up to six vessels coming in and out of the Horseshoe Bay terminal, and those six ships will be competing for three berths." Fuelling enters into ferry delays at those terminals without nighttime fueling opportunities, Marshall said. Departure Bay has fuel trucks come in at night and so is unaffected by this factor.

Eight per cent, or approximately 1,248 sailings, would have ran behind due to medical and rescue emergencies, vehicles stalled or stuck onboard or various customer-related incidents, according to the ferry corporation. She said the many sailings delayed by safety drills were not only required by law but also seen as necessary by the corporation, as B.C. Ferries prizes safety over performance. "Sometimes we do have to delay the ship because of it. We actually conduct over 1,000 different types of drills on an average year." Affecting sailing schedules were a reported 21 marine rescues and 68 medical emergencies in 2011, the former being below average. Another 3% of delays were classified as miscellaneous. B.C. Ferries statistics depict steady growth in recent on-time performance, up 5% since 2007. Source: Canada.com

Panama Canal plans toll increases

The Panama Canal Authority (ACP) Board of Directors has approved a proposal to modify the Panama Canal pricing structure "to align Canal toll charges with the value the route provides."

The proposal increases the number of segments from eight to eleven by Panama Canal vessel type. It also breaks down the tanker segment into three distinct segments, establishes a new segment for container/breakbulk, and incorporates the roll-on/roll-off vessels into the vehicle carrier segment. Once approved, the Panama Canal market segmentation scheme will include the following segments: full container, reefer, dry bulk, passenger, vehicle carrier and ro-ro, tanker, chemical tanker, LPG, general cargo and others.

Effective July 1, 2012, the ACP proposes to increase the tolls for the following segments: general cargo, container/break bulk (new segment), dry bulk, tanker (redefined segment), chemical tanker (new segment), LPG (new segment), vehicle carrier and ro-ro (merged segment), and the segment known as others. The remaining segments will not be adjusted at this time. Additionally, there will be changes to tolls applicable to small vessels based on vessel length, to incorporate adjustments not previously considered.

"This proposal continues to align the Panama Canal tolls to the value, benefit and quality the route provides, and maintains the competitiveness of the Panama Canal", stated Alberto Aleman Zubieta, ACP Administrator/CEO.

Consultation period and public hearing
As part of the tolls adjustment process, the ACP has established a consultation period from April 20 - May 21, 2012, during which the ACP will receive formal written comments, opinions and written requests from interested parties to participate in the public hearing. The public hearing will be held in Panama City, Panama, in the ACP’s “Ascanio Arosemena” auditorium on May 23, 2012.

“The ACP will continue its dialogue with the industry to develop a pricing structure that meets the needs of our customers – one that benefits them and Panama”, added Alemán Zubiet.

Source: MarineLog

United Arab Shipping Company (UASC) has taken delivery of its eighth A13 (13,500 TEU) container vessel “AL QIBLA”, during a Naming Ceremony held at the Samsung Heavy Industries (SHI) shipyard in Geoje, South Korea, where the vessel was named by her sponsor, Mr Othman Ibrahim Al-Issa, Chairman of UASC’s board of directors. In a speech that marked the official naming of the vessel Mr Al-Issa said: “AL QIBLA takes her name after a city in my homeland Kuwait, and her name carries a special spiritual meaning as well, in the Arabic language it means the direction towards which we turn for prayer”. With the delivery of this eighth vessel, UASC is closer to completing an order of 9 A13 containerships with SHI placed in 2008 valued at USD 1.5 billion. The nine vessels, out of which seven have already entered service, are deployed on UASC’s key trade routes between the Far East, Arabian Gulf, Red Sea and Northern Europe - On the AEC8 and AEC2 and AGX1 services. Jorn Hinge President & CEO of UASC commented during this ceremony: “The deployed ships are living up to expectations and are providing substantial savings in operational cost, which, combined with recent freight increases have resulted in a substantial improvement for UASC”.

“AL QIBLA” Naming Ceremony was attended by dignitaries such as Kuwait’s ambassador to South Korea Mr Muteb Al-Mutoteh, SHI’s senior management, several of UASC’s financial partners and members of UASC’s Executive Management and senior staff. In his address during the event, UASC’s chairman Mr Al-Issa complemented SHI, Technolog (UASC’s project Consultants) and Germanisher Lloyd for their hard work and for a smooth operation in successfully bringing to completion AL QIBLA.
The last of the nine A13 vessels will be delivered on May 2, 2012 in Geoje with an anticipated Official Naming Ceremony scheduled to take place in Dubai – J ebel Ali, towards mid June 2012. UASC currently owns and operates a total of 48 container ships and with the introduction of the A13 vessels; a new era begins for the Company. The investment in the A13 class vessels is expected to yield important economies of scale, allowing UASC to compete more effectively in key trades. The new bigger ships will reduce UASC’s per TEU transportation cost substantially and will place UASC in a much stronger position offering a highly competitive product. The new A13s are also green ships, incorporating some of the most eco-friendly technology in a number of fields.

All of the vessels are equipped with a waste heat recovery system, which converts exhaust gases to electric power, the ships hulls are coated with a silicone paint designed to reduce water resistance and so cut fuel consumption. According to Mr Hinge, “The cost saving from the environment-conscious technology onboard will be significant, but equally importantly they will reduce harmful emissions into the atmosphere.” The company’s new fully integrated liner management system called TRUST has recently become fully operational. This system will enhance UASC’s e-commerce capabilities allowing customers direct access to manage and track their shipments online 24/7.

New Mangalore Port at the helm of coffee export

The New Mangalore Port has started gulping down coffee exports from Karnataka like it never did in the past. Out of a total of 2.27 lakh tonnes produced and exported, New Mangalore Port has handled 63% of the exports in the fiscal year 2011-12, recording a growth of 12.65%. The main coffee-growing areas like Kodagu, Mysore, Hassan and Chikmagalur districts have started preferring New Mangalore Port for their containerised exports as the infrastructure here is adequate for a hassle-free handling of coffee exports. Earlier, the exports were going to either Chennai or Tuticorin, but that was when the total coffee exports were only to the tune of 85,000 tonnes. Now, the exports have increased and the share of Mangalore port has also increased.
P Tamilvanan, Chairman of the port trust, told DNA: “We have done a lot of ground work. The growth in container traffic is the result of various trades meets, interactive sessions conducted by the port (authorities) at Madikeri, Kushalnagar, Hassan, Bangalore and Mysore in association with the respective chambers, FKCCI, Bangalore, during the last few years. This has resulted in the increased flow of coffee from the region.” Traffic manager of the port, S Gopalkrishna, gave the credit to the development of roads leading to Mangalore from that areas, giving good port connectivity. Source: DNA India

MARITIME ARTIST CORNER

Semi-submersible crane vessel stand-by in Rotterdam-Caland canal

Watercolour by Willem Eerland - www.tableau-maritimecards.nl ©

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS?
PLEASE VISIT THE WEBSITE:
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE!

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information.

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click here (English version) or visit the subscription page on our website.

Om uit te schrijven klik hier (Nederlands) of bezoek de inschrijvingspagina op onze website.
Combi-lift’s **PALABORA** arriving at the Tyne bound for OTP-Walker and later departing for Le-Trait (21-04-2012)

*Photo: Kevin Blair ©*