



Number 109 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 19-04-2013**

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

stevedoring & warehousing		
SHORECRANES UP TO 208 M / TONS		
rhb ROTTERDAM	PROJECT CARGO HEAVY LIFTS UP TO 1500 TONS INDUSTRIAL BREAKBULK ASSISTING OFFSHORE VESSELS	



KNRM lifeboat Frans Hogewind (Terschelling paal 8) meets the Coastguard vessel Visarend after a SAR exercise north of Vlieland. In this exercise the lifeboats of Texel de Cocksdorp, Vlieland, Terschelling paal 8, Terschelling West 2 helicopters and the coastguard airplane searched for a man over board. The person was located by the coastguard airplane and picked up by the Beursplein 5 from Texel de Cocksdorp.

Photo KNRM TXC/ Niels en Pim ©

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BIGLIFT's latest newbuilding the Larsen & Toubro (India) built **HAPPY SKY** anchored off Singapore
Photo : Jan Golverdingen ©

See the launch of the **HAPPY SKY** at :

Part 1 : <http://www.youtube.com/watch?v=nMjIAIpeYUU>

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Piracy incidents fall 55pc in first quarter to 66 attacks, reports IMB

THERE was a 55 per cent year-on-year decline in piracy incidents, down to 66 attacks worldwide in the first quarter, according to the latest report by the International Chamber of Commerce's (ICC) International Maritime Bureau (IMB).

Four vessels were hijacked, 51 vessels were boarded, seven were fired upon and four reported attempted attacks were reported in the first quarter of 2013. In addition, 75 crew were taken hostage, 14 kidnapped and one killed.

The worst affected area was the Gulf of Guinea with 15 incidents recorded, including three hijackings, followed by Nigeria with 11 incidents. In at least nine of these attacks, guns were reported.

An offshore supply vessel with 15 crew members was also hijacked. One crew member was shot and killed while after his chemical tanker came under fire at Lagos anchorage. A further 14 crew were kidnapped from four different vessels in Nigeria. At the time of the kidnappings, all the vessels were reported at sea, said the report.

In Africa's Ivory Coast three incidents were recorded, including the hijacking of two tankers.

In eastern Africa, Somalia reported five incidents in the first quarter including the hijacking of a fishing vessel and its 20-member crew, who were successfully freed by naval forces before the vessel reached Somalia.

In the Indian Ocean, two vessels were fired upon. There were also two attempted attacks against Aframax-sized tankers in the Gulf of Aden.

Somali pirates continue to hold five vessels with 60 crew members on board plus 17 crew members are being held captive on land. In the latest attack this quarter, which took place 400 nautical miles east of Mogadishu, naval forces apprehended 12 pirates.

Indonesia reported 25 incidents, the highest number of attacks outside of African waters. These were said to involve mainly low-level robbery, yet in 24 of these incidents the vessels were boarded, including 22 while the ships were either anchored or at berth and the remainder while the vessels were at sea. **Source : Asian Shipper**



TEAL of **Dockwise**, loaded with four super post Panamax container cranes at Nantong, China. The top sides of the cranes are lowered for safe passage of the Sutong Bridge over the Yangtze River.

Photo : Andre Korver ©

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Carnival to invest over \$300m in upgrade of its fleet

Carnival Cruise Lines, a unit of **Carnival Corporation S pic (CCL)**, announced that it has implemented a program to significantly enhance emergency power capabilities, introduce new fire safety technology, and improve the level of operating redundancies across its entire 24-ship fleet. This enhancement program will cost more than \$300 million, the CCL news release said.

Initial implementation of the upgrades to the Carnival Corporation S pic fleet will take place during the next several months. Each class of ship is different and often systems differ on ships within a class, so the enhancements will be tailored to each vessel. All findings from the operational review will be shared with Cruise Lines International Association (CLIA) as part of the industry-wide operational review announced in March. **Source : PortNews**



The 1984 built RUS flag and owned general cargo ship **VOLZHSKIY-7** leaving Grand Harbour, Malta on Friday 29th March, 2013. **Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©**

Panama Canal could spell new potential for the Suezmax tanker segment says shipbroker

The expansion of the Panamax Canal slated for completion in 2015, is expected to radically affect maritime trade, although there is still doubt as to the opportunities it could entail for the tanker industry. According to its latest report, shipbroker Gibson noted that the projected construction of two new sets of locks, effectively creating a third traffic lane, will allow the passage of larger vessels. Upon completion Suezmaxes will be able to transit the canal with around 130,000mt onboard, limited only by the new draft restriction of 15.24m.

Gibson noted that "with Asian appetite for crude from the Americas increasing, this suggests an opportunity for the Suezmax operator. Distances from Venezuela to Asia are considerably shorter via Panama than going via the Cape if the destination is anywhere north of Thailand; for example, Venezuela to Ningbo is 12 days shorter (basis 12 knots).. If the oil price is in step backwardation there could be an incentive for charterers to take the quicker route. There are other potential scenarios that could advantage the Suezmax option via Panama: for example, if VLCCs are trading at a strong premium to Suezmaxes and/or there is a lack of VLCC availability in the Americas. Also, if constraints limit the ability to accept a fully laden VLCC at the load/discharge ports, then the Suezmax via Panamamaybe a more attractive option. However, these are likely to be opportunistic situations at best; it is hard to believe such 'Suezmax scenarios' could exist on a permanent (or even long term) basis. For these reasons, we believe the VLCC option via the Cape will still typically be the cheaper option and leave no room for a major upturn in Suezmax demand from the expansion of the Panama Canal" the shipbroker said.

Gibson added that "this is perhaps no surprise given the current income structure (see graph below), reinforced by Panama Canal Administrator Jorge L. Quijano, who recently commented that the new opportunities for Panama trade

include container and dry bulk carriers, as well as the possibilities for LNG. But there are still questions here. The cost of the expansion is to be paid for by users of the "super-locks" through higher tariffs and this could be a deterrent. Also, the biggest contributor to revenues is the container trade and even when expanded, the canal will not be able to accommodate the 49 existing vessels and the 86 on order that are in the range 13,500 - 18,000 teu. Maersk has also announced that it now favours the Suez Canal routing as the economics are far better than Panama. This all adds up to stiffer competition between the two waterways and it seems the main Suez/Panama battle for business will lie in the container market and Suezmax tankers will only play a minor role in the Panama expansion", Gibson concluded.

In a separate report last week, BIMCO noted that per its estimates, T/C equivalent average earnings for the Suezmax crude oil carriers are seen to hold on to recent gains at USD 12,000-22,000 per day. For the Aframax segment, expectations are that earnings have found balance around USD 12,000-18,000 per day. The report added that "when talking about tanker market fundamentals, one has to start with the tonnage oversupply issues which have plagued the market in recent years. According to BIMCO, "ordering of new tankers has been very much focused on the product tanker segments and not surprisingly on the MR segment the most where 23 out of 33 orders were placed. As 14 new MRs have been delivered in 2013 by mid-March the orderbook-to-fleet ratio was raised to 18% for MRs of 45,000-60,000 DWT. This total activity meant that the product tanker orderbook rose from 193 to 204 vessels including all product tanker segments.

In the crude segment only 14 orders have surfaced in 2013 bringing the order book yet for delivery further down reflecting poor earnings. This is however a positive message to the troubled operators and owners who are active in the presently very poor crude oil market. Focusing on the crude oil tanker segment and newbuildings for future delivery, we find that 81 VLCCs, 62 Suezmax' s and 42 Aframax are due for launch in the coming 3 years. While this is not gloomy in itself for the Aframax segment, it relates differently to the Suezmax and VLCC segment, where the orderbook-to-fleet ratios for both segments are 14%. Trouble is that future deliveries are building on top of a high inflow in previous years at a time when a new demand picture is being drawn up – presumable one that challenges these segments for some time going forward; this is the real worry" it said.

BIMCO estimates crude tanker supply growth in 2013 to come in at 3.3% down from 4.4% in 2012. "We expect the removal of special survey/intermediate survey (SS/IS)-due VLCC tonnage from "active trading" to positively contribute to limit fleet growth and forecast 10 million DWT to leave the active fleet on that account. In our SMO&O December 2012 report we accounted for 60 VLCCs with SS/IS-survey due within the next three years. While going through that list with a fine-toothed comb we found that: 1 passed SS in 2012, 6 are now sold for conversion into FPSO, 30 are still active in trading (or expected to be), 3 sold to bunker specialists presumably for storage, 14 inactive/in lay-up, while that status for the last 6 VLCCs are uncertain. But it remains that no one has yet been outright demolished" the report said. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



Bosun **Giuseppe Asaro** onboard the **DLV CASTORO OTTO** during rigging up operations prior the lift of the **Hai Su topsite** , see below photo of the actual lift

Photo : Capt. Roberto Busonero - MASTER -DLV CASTORO OTTO ©

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DLV CASTORO OTTO performing heavy lift of **1650 Tons** topside **Hai Su Trang WHSP** offshore Vietnam.

Photo : Capt. Roberto Busonero - MASTER -DLV CASTORO OTTO ©

Strikers demanding more pay set up camp outside Cheung Kong Center and urge Asia's richest man to intervene to end three-week dispute

By: Phila Siu, Joyce Man and Tanna Chong

Striking dock workers set up camp outside Cheung Kong Center on Wednesday morning. Photo: David Wong
Striking dockers stepped up their action yesterday, moving base to Li Ka-shing's office building at the Cheung Kong Center to urge Asia's richest man to intervene.

A few hours after they set up tents outside the building's main entrance in Central, contractor Global Stevedoring Service said in a statement it "honestly cannot offer [the] 20 per cent rise" demanded by the strikers.

The dockers, on their 21st day off the job, moved their base from the Kwai Tsing Container Terminals after they failed to resolve their pay dispute at a meeting with Global and Everbest Port Services on Tuesday. "We are besieging the

Cheung Kong Center because it's time for Li Ka-shing to step in. He needs to call upon Gerry Yim Lui-fai to come out and talk to the dockers," said strike organiser Stanley Ho Wai-hong of the Union of Hong Kong Dockers.

Yim is the managing director of strike-hit port operator Hongkong International Terminals (HIT), a subsidiary of Li's Hutchison Whampoa. The Lands Department said the space outside the building entrance was private property. Barrister Albert Luk Wai-hung said Cheung Kong could get an injunction to remove the dockers, but the firm declined to say whether it would apply for one.

Despite the Observatory's thunderstorm warning yesterday morning, the strikers set up seven tents, 10 canopies and dozens of banners around the Center.

The rain did not deter the dockers, who marched around the building, holding placards and chanting slogans. About a dozen police officers stood by.

Organiser Ho said about 100 of the 450 strikers would take turns staying at the tents while the rest remained at the Kwai Tsing terminals.

"We're staying here indefinitely," he said. "The dockers are very determined." An HIT spokesman urged the dockers to keep their cool, saying that besieging the Center would not help resolve the dispute.

Separately, five contractors including Everbest and Global issued a statement yesterday in several Chinese-language newspapers. The contractors said they were actively pursuing many proposals and hoped that the strikers would understand that they might not be able to meet all their demands.

Meanwhile, an international campaign team was set up yesterday in London to take the strike to a global level, said Chan Chiu-wai, of strike organiser the Confederation of Trade Unions, who was at the London meeting.

The International Transport Workers Federation, with Britain's Unite the Union and the Federation of Dutch Labour Movement as core members, will run a global funding appeal and line up other foreign campaign bodies that are not ITF members. It did not rule out action at Hutchison docks around the world, with Felixstowe in England a possible target. **Source : South China Morning Post**



The **HYUNDAI INCHEON** in Antwerp **Photo : Ben Hofs o/b Scheldegracht, ©**

Tankers Inc sees product carrier opportunities in 2013

Tankers Inc, a 2010-founded product tanker company headed by former Torm ceo Mikael Skov, expects a major build up of its fleet this year as it works on a wide range of investment opportunities. Talking to Seatrade Global last

week at Sea Asia 2013 Skov, ceo of Tankers Inc, was upbeat about the opportunities currently available in the market. At present the company has two LR1 product tankers on the water and manages six vessels for Nordic Shipholding. "We are looking at any opportunity within the product tanker industry whether its mergers and acquisitions, secondhand vessels or newbuildings," Skov said. "As of now we are already in various processes and believe 2013 is a good year to make investments.

"In a year's time I am sure you will see a company with a portfolio of secondhand vessels within the categories of MR, LR1 and potentially LR2 and there will be a few newbuilding vessels on order as well," he said.

Skov did not disclose any of the specific opportunities the company is looking at. The company has targeted the product tanker sector as this is where based its analysis it sees the most opportunities and the experience its own management has in that trade. He explained there was no cap to the size of investment of the company would look at be it big or small. The company has strong backing with its major shareholders comprising Barclays Natural Resource Investments, shipowner J. Lauritzen and its own management team. **Source: Seatrade Global**



The **BOUDEREAUX TIDE** anchored off Singapore – **Photo : Capt. Neil Johnston – Master Salvanguard ©**

WISTA Cyprus President Despina Panayiotou Theodosiou first female nominee for position on Cyprus Shipping Chamber

Yesterday it was announced that WISTA Cyprus President Despina Panayiotou Theodosiou is the first woman to be nominated for a position on the Board of Directors of the Cyprus Shipping Chamber. Despina is the Chief Financial and Operations Officer of Tototheo Group of Companies and holds a bachelor in Economics. For 12 years she was a member of the national Cypriot Judo Team, from which she retired when she became a member of the Technical

Committee of the Cyprus Judo Federation. She has been a member of the PR Committee of the Cyprus Shipping Chamber since last year.

In 2011 Despina founded WISTA Cyprus and she has proven to be an inspiring leader, so far during her presidency WISTA Cyprus has organized the WISTA Med conference in June of 2012 and a number of very successful members' meetings, such as the last meeting on 11 April about MLC 2006 at the Amathus Hotel in Limassol. She is also the driving force behind the WISTA International AGM and Conference to be held in Limassol in 2014.

The Cyprus Shipping Chamber is the trade association of the Shipping Industry in Cyprus whose Member-companies located in Cyprus and the wider Shipping Sector in Cyprus, collectively employ around 4500 persons ashore and more than 55,000 seafarers of various nationalities onboard their vessels. The main purpose of the Chamber is:

"...promoting the interests of Cyprus Shipping and furthering the reputation of the Cyprus flag, whilst promoting and protecting the interests of its Members both nationally and internationally..." Despina, with her positive outlook and progressive ideas will be a valuable member of the CSC in these difficult times, in order to maintain and improve the conditions for the industry on the island. **Source: WISTA Cyprus**

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For more information please contact **Catherine Slade** on:

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The **Neptune Shipyards** Aalst built **LIZ V** passing Dordrecht, the **LIZ V** is the latest addition to the **STEMAT** fleet

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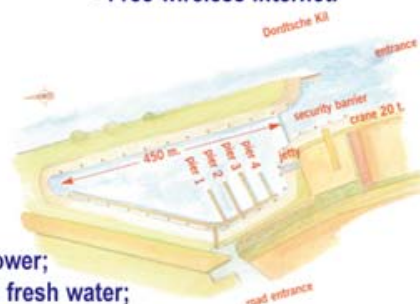
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Freight rates plunge, NWE-Med Urals spread widens but arbitrage uncertain

A combination of the widest spread since 2007 between Mediterranean and Northwest Urals values and the plunge in freight rates from last week's record highs have created the potential to re-open a north-south Urals arbitrage, sources said Wednesday.

A resulting flow of cargoes, however, has yet to materialize, sources said. Platts assessed Urals CIF Rotterdam at Dated Brent minus \$1.80/barrel, and Urals CIF Augusta at Dated Brent minus \$0.285/b, its strongest since January 30. The resulting \$1.51/b north-south spread is the widest since December 12, 2007.

Spot freight rates to send 100,000 mt Urals crude from the Baltic to Northwest Europe have fallen significantly since April 10, as the glut of April cargoes being fixed long-haul to the US Gulf Coast and Mediterranean have since dried up as well as the number of cargoes in general. Freight rates hit an all-time high of Worldscale 215 on April 10, equivalent to \$20.27/mt, before falling rapidly as the demand for ice-class tonnage in the Baltic weakened.

Freight rates for Aframaxes loading Urals crude from the Baltic to Northwest Europe were assessed at Worldscale 90, or \$8.49/mt at Tuesday's Market on Close -- a drop of w125 or \$11.78/mt.

Shipping sources reported a fixture, the Montego, on subjects for an April 27 loading out of Ust-Luga for NWE at w90. The previous week saw fixtures at w205 levels out of the same port for a similar laycan.

"There are only so many times one can call this 'the calm after the storm,'" said a shipbroker. "We are seeing a major shift downwards in freight rates out of the Baltic now." Yet few if any Mediterranean refiners have begun to look north for cheaper barrels, sources said. "For now, there's no material change," a source said. In part that may stem from the general lack of available Urals cargoes, sources said. All but a few April cargoes loading from Ust-Luga and Primorsk have been committed, according to market sources.

In addition, the preliminary May Urals export program that emerged earlier in the week had just the first four days of the month, with the emergence of the May 1-10 program still days away. "Generally the arb is going to be open," a source with a Mediterranean refiner said, but for the moment the possibility seems moot. **Source: Platts**

Hutchison Port shares drop amid news of HIT's HK\$100 million revenue loss

By : Amy Nip



Australian unionists join local strikers in a march from the Kwai Tsing port to the Labour Department's office in Kwai Chung. **Photo: K. Y. Cheng**

Shares in Hutchison Port Holdings Trust dropped yesterday to US\$0.81 - the lowest since the Kwai Tsing dock strike began. Investors pushed the price 3.57 per cent below Tuesday's closing price after research showed that the industrial action could have cost the port operator HK\$100 million in revenue. The company, whose shares are listed on the Singapore Exchange, owns Hongkong International Terminals (HIT) which runs the strike-hit docks.

HIT announced earlier that its handling capacity was now back to 80 per cent, up from 50 per cent in the early days of the industrial action.

A Citi Research report said the reduced capacity would have dragged its revenue down by some HK\$100 million because some containers had been diverted to Yantian in Shenzhen. Wage increases could approach 10 per cent this year, up from the previous 5 per cent annual rate, it estimated.

"More importantly, we believe that the notable flexibility that HIT enjoys regarding its current subcontractor labour structure could also be in jeopardy, particularly in the current volume environment and what we believe to be structural longer-term headwinds for export growth out of South China or Hong Kong," the report said.

A spokeswoman for HIT said its daily "financial losses have reduced significantly" after a court ordered the protesters to leave the terminal areas earlier this month.

"As at the date of the injunction court hearing on April 5 ... our daily financial loss was HK\$2.4 million a day," she said.

On the brighter side for freight forwarders and retailers, another study showed that the strike's impact on other businesses was lessened because delays had been shortened.

Paul Tsui Hon-yan, chairman of the Association of Freight Forwarding and Logistics, said shipping companies told the association last Wednesday that delays ranged from zero to six days, down from one to 10 days in the beginning of that week.

"There is now no delay for exported goods," he said. The improvement could be a result of a drop in the volume being handled at the port. HIT may have asked vessels to unload in Shenzhen before coming to Hong Kong to load goods for exports, he suggested. Meanwhile, fewer than 5 per cent of container vessels had skipped Hong Kong for Yantian, he estimated. Most had adjusted their itineraries, stopping at other ports before returning to Hong Kong, he said.

Tsui was confident the strike would not divert container traffic from the city in the long run.

Coils Lam Wai-chun, owner of snack shop chain 759 Store, said he was experiencing just a week's delay in stock deliveries, down from two weeks at the start of the strike. His inventory had returned to a normal, he said.

"At the start, HIT failed to tell us the whereabouts of the ships. Now there is still a delay, but the company can inform us exactly how long it will be," he said. Other companies said they had diverted shipments to other ports or used airfreight for urgent deliveries. **Source : South China Morning Post**

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DEAD WHALE REMOVED FROM SEATTLE AREA BEACH

Global Diving & Salvage, Inc. familiar with unique stranding projects was contracted to remove the fin whale that had washed up on the Seahurst Park beach in Burien, WA. Global was able to remove the carcass successfully and prevented its further decomposition in the city park.



On Saturday, April 13th, several reports were made to the US Coast Guard that a whale had washed up approximately 5 miles south of Seattle's Alki Point. The fin whale, not local to this area, was believed to have been struck by a container ship at sea and brought into the Puget Sound on the bow. As the ship slowed down the whale dislodged and floated until it washed ashore at the north end of Seahurst Park beach.

Biologists examined the carcass and noticed that the tail section was missing, leaving approximately 50 feet of the assumed 65 foot marine mammal. The whale quickly became an attraction; for the next several days the local park service and volunteers from several organizations stood watch. They were able to answer the multitude of questions and keep the public away from the carcass until a plan for removal was established.

Global Diving & Salvage, Inc., City of Burien, National Marine Fisheries Service, and NOAA collaborated to develop a plan to refloat and removed the dead whale from the shore. On the evening of Tuesday April 16th at high tide Global's DSV Prudhoe Bay was used to safely pull the whale from shore. The crew from Global used special rigging techniques and tools to reduce the damage to the carcass, thereby retaining educational and research value. It was towed to the South Puget Sound area and handed over to NOAA. The remains will be allowed to decompose naturally and the jaw bone will be donated for display.



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ITIC highlights value of diligent debt collection

ITIC has highlighted the value of diligently pursuing the collection of shipping industry debts in today's difficult economic climate.

In its latest Claims Review, **ITIC** notes that a shipbroker acting for charterers was owed \$25,000 in commission by an Indian voyage charterer under a charter party which provided that the charterer would deduct the commission. Having written to the charterer and not received a response, ITIC ascertained from local sources that the charterer was in serious financial trouble. It was also rumoured that the charterer was about to receive a large injection of finance from a foreign investor.

A local lawyer was appointed to pursue the debt, and a letter was sent to the charterer stating that, if it did not pay the outstanding commission, winding-up procedures would be started via an application to the local court. Again, the charterer did not respond with an offer of settlement.

ITIC, as promised, began the winding-up process, and this prompted an immediate payment to the shipbroker by the charterer.

The **ITIC** Claims Review also highlights a problem of a different nature faced by a ship agent in Canada, which was owed more than C\$70,000 by a local company which had been declared bankrupt. ITIC instructed lawyers to have the ship agent properly listed as a creditor, and although there were other creditors, aspects of the agent's debt took priority over many of the claimants and ITIC managed to recover C\$42,998 on behalf of the ship agent.

ITIC says, "The case shows the importance of ensuring that claims are properly filed in liquidations."

Copies of the ITIC Claim Review can be requested from: chris@merlinco.com

Manila growing as shipping's back office hub: Ostenfeldt

As **Thome Ship Management** celebrate 25 years of presence in Manila this week, a precursor to the company's own grand 50th anniversary celebrations coming up shortly, the company's ceo, **Carsten Brix Ostenfeldt**, talks to our sister site Maritime CEO.

Thome has been one of shipmanagement's pioneers in terms of shifting back office work to cheaper climes, in this case Manila, a move rivals are now copying.

"We are trying to centralize functions, and make efficiencies," says Ostenfeldt, stressing, "Owners want lean budgets."

"The trend of managers and owners to shift back office operations to Manila is growing," he notes, adding, "It is something that cannot be reversed." **Source: Sea Ship News**

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The world's biggest container ships prepare for delivery

In Asia and Europe, ports are preparing for a big arrival — a vessel taller than a 20-storey building, wider than most freeways and 12 times longer than a blue whale, the largest animal alive today. Maersk Line, the world's biggest container shipping operator, is expecting delivery of the first of 20 massive container ships of a new class called the Triple-E in late June.

No port in North or South America is currently able to take the vessels, nor are the newly expanded Panama Canal locks, due to open next year. The Triple-Es will squeeze through the Suez Canal, allowing them to service the China-to-Europe route, bringing in goods but returning mostly empty, save for some scrap metal and plastic waste for recycling. The ships are called the Triple-E class for the three main purposes behind their creation — economy of scale, energy efficiency and environmental improvement. Four-hundred metres long, 59 metres wide and 73 metres high, Triple-Es will be the largest vessels of any type on the water. Its 18,000 TEU (20-foot container) capacity is large enough to hold 108 million pairs of sneakers.

Maersk Line, a unit of Danish group A.P. Moeller-Maersk, carries more than 15 per cent of all sea-borne containers. "When we bring in these bigger ships, we will take other ships out in order to make sure that overall we don't put more capacity into the trade than we need," said Tim Smith, Maersk's North Asia chief. **Source: The Globe and Mail**

NAVY NEWS

DCNS begins sea trials with Mohammed VI FREMM multimission frigate for Royal Moroccan Navy

The FREMM frigate built for the Royal Moroccan Navy put to sea for the first time on 17 April. This key milestone marks the launch of sea trials, which will be conducted over the next few weeks off the Brittany coast. The ship will be delivered to the Royal Moroccan Navy at the end of this year, in accordance with the contract schedule.



During this first period at sea, the crew made up of French Navy personnel, customer representatives and DCNS employees will focus primarily on the performance of the ship's propulsion system and navigation system. The exceptional seakeeping qualities of the FREMM frigates have already been demonstrated by the first-of-class [Aquitaine](#), delivered to the French Navy in November 2012.

"This milestone is the culmination of a remarkable team effort by DCNS, our partners and suppliers, the trials crew and customer representatives," said Anne Bianchi, director of FREMM frigate programmes at DCNS. "The FREMM frigates are designed and built by DCNS to meet the needs of many navies around the world, as demonstrated by this first export sale to Morocco. They are among the most technologically advanced and competitively priced vessels on the world market, and are inherently versatile to provide a response to all types of threats. They offer a range of innovative features and unparalleled levels of interoperability and operational readiness."

The teams on board will work day and night to conduct a series of tests at a sustained pace. The first three days of the campaign, known as the 'familiarisation' phase, will be used to test the vessel's safety systems and equipment, including fire-fighting, flood control and emergency response systems and evacuation procedures as well as manoeuvrability and mooring performance.

The second phase will focus on the propulsion system. The FREMM's high-performance hybrid CODLOG (Combined Diesel eLeetric Or Gas) power package combines electric motors for low-speed silent-mode propulsion and a gas turbine for high-speed mechanical propulsion, with a maximum speed in excess of 27 knots. In addition, the DCNS teams will also test the ship's navigation systems (log, position, heading) and its inertial platforms for precise positioning anywhere in the world.

In the next few weeks, over 150 people, including 60 French Navy personnel, will spend time on this second FREMM frigate. To save the ship returning to port, people will be ferried out and back on a daily basis.

On completing these preliminary trials, the frigate will return to DCNS's Lorient shipyard for several days of quayside work. A few weeks later, it will put to sea for a second campaign of trials focusing on the combat system. **Source :** [Navyrecognition](#)

US warship arrives in S'pore for Southeast Asian deployment

A US warship designed to fight in coastal areas arrived Thursday in Singapore for its Southeast Asian deployment, underlining President Barack Obama's new strategic focus on Asia.

The deployment of the [USS Freedom](#) comes at a time of heightened tensions on the Korean Peninsula and as China publicly flexes its naval muscle in the South China Sea, where it has competing territorial claims with some Southeast Asian states.



US Navy officials said the **Freedom**, a new class of vessel called the littoral combat ship (LCS), sailed into Changi Naval Base at around 11:00 am (0300 GMT) in Singapore, a long-standing US ally that assists in logistics and exercises for forces in Southeast Asia.

The ship, the US Navy's first LCS which is designed to fight close to the shore, will be deployed for the next eight months in the region, where it will participate in naval exercises and visit other ports.

Regional security expert Ian Storey

said the Freedom's deployment signals Washington's commitment to ensuring freedom of navigation in the region, which hosts some of the world's busiest shipping lanes.

"The forward deployment of these ships is part the US pivot, rebalancing away from Iraq and Afghanistan and towards Asia," said Storey, a senior fellow at the Institute of Southeast Asian Studies in Singapore.

"It demonstrates to US allies and friends that it is committed to maintaining a strong presence in the region to ensure stability. In naval terms, it also underpins the US' commitment to ensuring freedom of navigation," he told AFP.

US Defence Secretary Leon Panetta announced last year that Washington will shift the bulk of its naval fleet to the Pacific by 2020 as part of a new strategic focus on Asia, where China is an emerging power.

China is embroiled in a maritime dispute with four Southeast Asian countries -- Brunei, Malaysia, the Philippines and Vietnam -- over territorial claims in the South China Sea.

Beijing claims nearly the entire sea, including areas much nearer to the other claimants. Manila and Hanoi have been the most vocal in criticising China over alleged heavy-handedness in enforcing its claims.

While not a claimant, Washington has said it has an interest in the area to ensure freedom of navigation.

"We plan on spending most of our time here in Southeast Asia. This will be Freedom's neighbourhood for the next eight months," said US Navy Commander Timothy Wilke, the ship's commanding officer.

"We are eager to get out and about, work with other regional navies and share best practices during exercises, port visits and maritime security operations."

Singapore has agreed to the rotational deployment of up to four LCS. This means the vessels will not be permanently based in the country and crews will live aboard during ship visits.

Euan Graham, a maritime security expert at the S Rajaratnam School of International Studies in Singapore, said Beijing "is obviously cautious about any enhancement of the US military presence around the South China Sea".

But he added that China also understands that Freedom's presence is "not a major step-change in the naval balance in the region". China however would be keen to learn about the performance of the ship, a versatile vessel that can be used for surface warfare as well as to hunt for mines and submarines and is suitable to maritime regions like Southeast Asia, Graham said. He said the timing of Freedom's deployment also counters perceptions that US budget cuts would "undermine the sustainability of the US forward presence" in Asia. **Source : AFP/ Channel News Asia**



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Chief of Naval staff Admiral Muhammad Asif Sandila and Chinese ambassador Liu Jian being photographed along with other navy officers at a ceremony held at the Karachi Shipyard & Engineering Works for the commissioning of the fourth indigenously-built F 22P ship **PNS ASLAT**

Indonesian Navy selects VSTEP's NAUTIS Class A Full Mission Bridge Simulators for SIGMA Class Corvette bridge training



For training of its Sigma Class Corvette bridge personnel, the Indonesian Navy and Ministry of Defence selected VSTEP to supply two Class A NAUTIS Full Mission Bridge (FMB) Simulators for its Kobangdikal marine training facility in Surabaya.

The Indonesian Navy is currently modernizing its fleet to more effectively combat maritime crime and piracy. Beginning 2012, the Indonesian Navy added several Sigma Class Corvettes to its active fleet. To allow realistic training of the Sigma Class bridge personnel, the Navy ordered two NAUTIS Full Mission Bridge Simulators, each with a 270 degree field of view projected on a cylindrical screen. The simulator bridges match the actual SIGMA

Class Corvette bridge, allowing efficient and true-to-life bridge operations and navigation training. The Indonesian Navy also ordered five custom built ports, and customised navigation screens. VSTEP cooperated with local development and implementation partners, to increase the local content.

The NAUTIS FMB simulators have been delivered by maritime simulator developer VSTEP in cooperation with its Indonesian partner Terravision. The Kobangdikal Marine Facility in Surabaya counts as one of the most important development, training and education facilities of the Indonesian Navy. In addition to the two Class A NAUTIS FMB Simulators, two NAUTIS Instructor Stations and two NAUTIS Desktop Training Simulators have also been installed at the premises.

VSTEP Director, Cristijn Sarvaas: "We are deeply honoured to have been selected as the simulation partner at this prestigious technology centre. The cooperation with our local partners has worked out really well and we look forward to working with them on other projects in the future. We are looking forward to the delivery and commissioning of these impressive simulators, and the training of the local instructors.

For more information about VSTEP's NAUTIS Maritime Simulators, visit: <http://www.nautissim.com/>

SHIPYARD NEWS

Pipavav Defence in talks with France's DCNS for tie-up

Pipavav Defence and Offshore Engineering Company Ltd (PDOECL) is in "advanced stages" of discussions with DCNS for a strategic partnership, which may include selling some stake to the French defence major.

"We are at an advanced stage of discussion with the French company, **DCNS**, a world renowned warship and submarine builder, for a strategic partnership that will allow for the transfer of state-of-the-art technologies to PDOECL.

"An investment from DCNS in our company is also on the cards," Pipavav's Chairman Nikhil Gandhi said in a communique to the shareholders. He did not elaborate further.

Last year in June, Pipavav had said that it has decided to establish the strategic partnership with DCNS for bringing in its technologies, methods and skills. DCNS product portfolio includes Scorpene submarine.

Industry sources said that talks between the two firms are on for quite some time for forging the partnership, which include negotiations on Pipavav offloading some of its equity to DCNS.

However, both the firms are yet to finalise the size of the stake sale and its route, they said.

The stake sale's route could be through issuing new equity to DCNS, thereby diluting the present share capital of Pipavav, they added. This could not be confirmed from the company. An e-mail and SMS sent to Nikhil Gandhi on the issue remained unanswered. Last year, Pipavav had forged a similar strategic partnership with Swedish defence major SAAB and had announced to allot about 3.5% stake to SAAB for 250 million Swedish Kronors (Rs 200 crore).

Pipavav promoters hold 45.03% stake in the company, while LIC is the second largest shareholder in Pipavav with 8.34% stake.

The Nikhil Gandhi-promoted firm is one of the leading domestic private companies in the Indian defence sector, particularly in the naval space. It has aggressive plans to expand its businesses in several areas of the sector.

Last year, the company had signed a joint venture with Mazagaon Dock - leading defence PSU - to build surface warships for the Indian Navy. The company's scrip closed marginally down at Rs 73.40 on the BSE.

Source : The Business Standard

MES delivers 56,000dwt bulk carrier M/V Ionic Smyrni to Customer

Mitsui Engineering & Shipbuilding Co., Ltd. (MES) completed and delivered a 56,000 dwt type bulk carrier M.V. "**IONIC SMYRNI**" (MES Hull No. 1846) at its Tamano Works on 18th April, 2013 to **IONIC SMYRNI INC.**, Marshall Island, the Company's news release said.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a large cargo hold capacity over 70,000 m³ and marks the 155th ship of its series.

This 56,000 dwt type bulk carrier series of MES is widely called "**Mitsui's 56**" and is highly appreciated in the market. More than 170 units of this series have been ordered from MES.

General characteristics:

Length overall - 189.99 m

Length (between perpendiculars) - 182.00 m

Breadth (molded) - 32.25 m

Depth (molded) - 18.10 m

Gross Tonnage - 31,770

Deadweight - 56,025 tonnes

Main Engine - MITSUI-MAN B&W Diesel Engine 6S50MC-C8.2 x1set

Maximum Continuous Output - 9,070 kW x 125.0rpm

Service Speed - abt.14.5 knots

Complement - 26 persons

Classification Society - NK

Flag - Marshall Islands

Date of Delivery - April 18, 2013

ROUTE, PORTS & SERVICES



The **EVER SALUTE** outbound from Rotterdam-Europoort during strong winds – Photo : Kees Torn ©

Deltamarine vessels

In March 2013, the **China Navigation Company Pte Ltd ("CNC")**, the deep-sea shipowning and operating arm of the multi-national Swire group confirmed an order for four additional 39,500dwt Deltamarine handysize bulk carriers.

This latest order brings the total number of Deltamarine designed vessels ordered by CNC to 12.

The first vessel is scheduled for delivery in January 2014. Swire Shipping is represented in Fiji by Pacific Agencies.

Craig Strong, general manager for Pacific Agencies said the order represented another significant commitment by the company in the energy efficient Bdelta design which offers lower fuel consumption, additional cargo deadweight and greater cargo cubic capacity in comparison to existing designs.

"The vessels will be deployed in CNCo's drybulk division, Swire Bulk, and will operate on a worldwide basis.

"The vessels feature five double skin cargo holds and are designed to carry bulk cargoes, grain, coal, concentrates, logs, heavy general cargo, steel coils, steel slabs and a wide variety of heavy project cargoes. "The tanktops are specifically strengthened for heavy cargoes and all holds have double skin hydraulic folding hatch covers and forced draft fans for cargo care.

"Four electric deck cranes are mounted on the centerline, each rated at 30 tons at maximum outreach of 26m. All cranes can be combined for a maximum lift of 60 tons," Mr Strong said. Both Swire and Pacific Agencies are steeped in history. Celebrating her 141st birthday this year CNCo was founded in 1872 in Shanghai and started its operations trading on China's Yangtze river. Pacific Agencies boasts 100 years of shipping experience having been established following the merger of Forum Shipping and Burns Philp, once one of Fiji's largest private commercial companies that also provided a vast network of services and support to Fiji's economy. Today, Swire is a major shareholder in Pacific Agencies. **Source: China Navigation Company Pte Ltd (CNCo)**



The first of four tender barges from Nantong, China for the Gulf of Thailand

Photo : Richard Qualm ©

CSAV orders seven 9,300-TEUers from Samsung for US\$642.9 billion

CHILEAN carrier Compania Sud Americana de Vapores (CSAV) has placed an order for seven vessels of 9,300 TEU to be built by Samsung Heavy Industries at US\$642.9 billion to be delivered by May 2015.

The carrier will finance the order with 40 per cent equity at about US\$230 million and 60 per cent financial debt at about US\$340 million. It has the option to order up to seven further vessels, cited a report from SHI.

Source : Asian Shipper

Cooperation with Tersan continues in 2013

After a successful first project carried out in 2011, **Pronomar** was extra pleased about a new order from Tersan. This time Tersan asked PRONOMAR to supply our established and highly efficient boot drying systems for the fishing vessel NB1016 Havstrand, under Norwegian ownership. The vessel, which is currently being built at Tersans Yalova shipbuilding site and due to be delivered at the end of April of this year, will be suitable for single and also twin trawl operation.

The vessel not only boasts an electric propulsion system, freeze cargo holds and an advanced fish process plant, but



also includes the well established and highly efficient Pronomar-Top Trock® boot drying systems, entirely made from stainless steel and offering space to dry up to 10 pairs of boots (or also gloves) at a time. With our efficient and state-of-the-art dryer, the crew onboard can now go about their strenuous daily work in perfectly dry and properly maintained footwear. Apart from the well-being of the people on board, which adds to a healthy and positive work environment, the drying systems also considerably increase the boots' life time which in the long run also brings down purchasing costs.

Pronomar is happy to work with Tersan Shipyards again and trust the whole project will be carried out as smoothly as the first one 2 years ago.

Do you see the benefit Pronomar's

drying systems provide but would still like to find out more? Visit the website www.pronomar.com and contact Pronomar for fast and competent help - we look forward to hearing from you!

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.



The PSV **MERMAID INSCRIPTION** arriving at Singapore West Jurong anchorage yesterday afternoon
– Photo : Piet Sinke ©

Wärtsilä to provide integrated power, propulsion and positioning system for DP3 offshore rig in China

Wärtsilä, the marine industry's leading solutions and services provider, will supply a comprehensive, fully integrated power, propulsion and positioning system for a DP3 Dynamically Positioned offshore accommodation rig being built in China. The contract was signed in January with Cosco (Qidong) Offshore Co. Ltd, the yard building the vessel for Singapore based Axis Offshore.

The vessel, equipped with DP3 dynamic positioning system, will feature an integrated Wärtsilä solution that includes the main power generation system, the propulsion system, the electric and automation system and the automation safety system.

Wärtsilä is responsible for engineering, delivery and commissioning of the integrated solution and will also support the yard on-site during the installation phase. The vessel is expected to enter into service in February 2015 for worldwide operations. Wärtsilä will begin deliveries of its equipment in May 2013.

"By opting for a complete solution from a single supplier taking full responsibility for integrating all the systems into an efficient, optimized solution, the yards completion risks of this complex semisubmersible rig are minimized and the owners can expect maximum efficiency with optimal lifecycle costs," says Magnus Miemois, Vice President Wärtsilä Ship Power Solutions. "Wärtsilä is proud to have been selected to supply this vessel with comprehensive power and positioning systems, which is indicative of the company's continued market share expansion in the offshore sector."

While the majority of the solution will be engineered and delivered from Wärtsilä's delivery centres in Europe, Wärtsilä will mobilize a site management team to the shipyard in Qidong, China, joining in close cooperation with the COSCO project team. **Source: Wärtsilä**

China Communications units win US\$484 million bid to build 3 Kenyan berths

A SENIOR Kenyan official has disclosed that a Chinese consortium of companies led by China Communications Construction Company has won a KES41 billion (US\$484 million) contract to build the first three berths at the new mega port in Lamu-east Africa's biggest infrastructure project.

The Kenyan government is spear heading a US\$25.5 billion project to link landlocked South Sudan and Ethiopia to the Indian Ocean port of Lamu by constructing a major highway, a railway and an oil pipeline, which will take many years.

Kenya says the Lamu Port-South Sudan-Ethiopia (LAPSSET) corridor project will add two to three per cent to Kenya's economic growth but critics call it a vanity project, arguing the money would be better spent upgrading Kenya's existing infrastructure.

Said LAPSSET CEO Sylvester Kasuku: "We called for contractors and the best was a consortium headed by China Communications," pointing out that Lamu port will have 32 berths when the whole project is complete in 2030.

"We are doing the seed investment by constructing the first three berths just to break the ground and put government commitment and investment and provide incentives for private sector investors to come on board," Mr Kasuku said to Reuters news agency.

Through its flagship international arm, China Road and Bridge Corporation (CRBC), China Communications in 2011 signed a \$66.7 million deal to expand the number of berths at Mombasa port, east Africa's largest port. China Communications last year also signed a \$2.66 billion deal to update Kenya's railways, announcing plans to construct a stand-gauged 479 kilometres line between Mombasa to Nairobi. **Source : AsianShipper**

.... PHOTO OF THE DAY



The **FAIRLOAD** was arriving on the Tyne bound for the Offshore Technology Park. Photo : Derrick Johnson ©

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